



# AGENDA

## ASTORIA PLANNING COMMISSION

January 27, 2014  
6:30 p.m.  
2<sup>nd</sup> Floor Council Chambers  
1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. INTRODUCTION OF NEW PLANNING COMMISSIONERS:  
  
Jan Mitchell, Daryl Moore, and Frank Spence
3. ROLL CALL
4. ELECTION OF OFFICERS
  - a. In accordance with Sections 1.110 and 1.115 of the Astoria Development Code, the APC needs to elect officers for 2015. The 2014 officers were President Zetty Nemlowill, Vice President McLaren Innes, and Secretary Sherri Williams.
5. MINUTES
  - a. November 25, 2014
  - b. December 17, 2014
6. PUBLIC HEARINGS
  - a. Conditional Use CU14-15 by Nomadic Properties, LLC to locate professional office space in an existing commercial building at 3990 Abbey Lane, #101, #102 & #109 in the S-2A, Tourist Oriented Shorelands zone. Staff recommends approval.
  - b. Conditional Use CU14-16 by Angela Cosby to establish an accessory dwelling unit in the basement of an existing single family dwelling at 1555 Niagara in the R-1, Low Density Residential zone. Staff recommends approval.
7. COMMUNICATIONS
  - a. Letter from Ed Wernicke and Rhonda Gewin re: Riverfront Vision Plan

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

8. REPORT OF OFFICERS
9. ADJOURNMENT
  - a. Work Session – Riverfront Vision Plan, Bridge Vista Area

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IMPAIRED MAY BE REQUESTED UNDER THE TERMS OF ORS 192.630 BY CONTACTING SHERRI  
WILLIAMS, COMMUNITY DEVELOPMENT DEPARTMENT, 503-338-5183.



## ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall  
November 25, 2014

### CALL TO ORDER:

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

### ROLL CALL:

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

Commissioners Excused: Thor Norgaard

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

### APPROVAL OF MINUTES:

President Nemlowill asked for approval of the minutes of the October 28, 2014 meeting.

Commissioners Easom and Gimre noted the following corrections:

- Page 2, first paragraph, fifth line: "...but reviewing a code amendment which would allow a lattice tower that could be presented later."
- Page 4, second paragraph, second line: "She closed the public hearing and called for Commission discussion and deliberation."
- Page 4, sixth line under Reports of Officers: "There has been some concern about why the Mayor was appointing people positions in the City."
- Page 4, seventh line to read "...in Astoria and other areas than Astoria where there are seats that have not been filled to find there are only four ...."
- Page 5, fourth bullet, second line: "He also proposed an additional setback for buildings adjacent to the Rivertrail..."

Commissioner Easom moved that the Astoria Planning Commission approve the minutes as corrected; seconded by Commissioner Gimre. Motion passed unanimously.

### PUBLIC HEARINGS:

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

### ITEM 4(a):

V14-12                      Variance V14-12 by Al Jaques from 24 square foot maximum signage to install one 4' x 40' sign for 160 square feet on the west elevation of the sports field complex structure at 1800 Williamsport in the IN, Institutional zone.

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

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

President Nemlowill confirmed there were no questions for Staff. She opened the public hearing and called for a presentation by the Applicant. Hearing none, she called for any testimony in favor of, impartial to, or opposed to the application. There was none. She closed the public hearing.

Commissioner Pearson moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Variance V14-12 by Al Jaques; seconded by Commissioner Fitzpatrick. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.

ITEM 4(b):

V14-13                      Variance V14-13 by Al Jaques from the requirement of a landscape separation at every 10 parking spaces to allow one separation approximately every 25 spaces; and to allow ground cover and shrubs rather than trees in the landscaping due to environmental constraints of the site at 1800 Williamsport Road in the IN, Institutional zone.

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

Planner Johnson reviewed the written Staff report. Since the Staff report had been published, the Applicant has submitted a Landscaping Plan, as required as a condition of approval. No correspondence had been received and Staff recommended approval of the request with the conditions listed in the Staff report.

President Nemlowill confirmed there were no questions for Staff and opened the public hearing. She called for a presentation by the Applicant. Hearing none, she called for any testimony in favor of, impartial to, or opposed to the application. There was none. She closed the public hearing and called for Commission discussion and deliberation.

Commissioner Gimre asked why the City wants to reduce the amount of landscaping required. Planner Johnson explained that the City would like to maximize the amount the parking because the site would be used for large events. This would also reduce the cost of installing and maintaining the landscaping at the site. Staff considered the request because the remote site is already well buffered by trees.

Applicant Al Jaques confirmed for Commissioner Gimre that with overflow parking, there is a total of 268 parking spaces.

Commissioner Pearson moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Variance V14-13 by Al Jaques, with conditions; seconded by Vice-President Innes. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.

ITEM 4(c):

CU14-12                      Conditional Use CU14-12 by Kelsy Fausett to locate a daycare center in an existing commercial building at 2911 Marine Drive in the C-3 Zone (General Commercial).

President Nemlowill asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. She asked if any member of the Planning Commission had any conflicts of interest or ex parte contacts to declare. Commissioner Easom declared that his company managed a property across the street from the proposed daycare center, but he believed he could vote impartially. President Nemlowill asked Staff to present the Staff report.

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



President Nemlowill asked how the daycare center would affect the current tenants, the medical marijuana dispensary, and property management company. She also requested information on the legal status of medical marijuana dispensaries in Oregon.

Planner Johnson believed both tenants would remain in the building. She explained that medical marijuana dispensaries were legally allowed in the State, but they could not be located within 1,000 feet of a school. There is no regulation about locating dispensaries within the vicinity of daycare centers. Since the use of marijuana will no longer be restricted to medical uses, the State has defined the dispensaries as similar to cigarette stores, which are allowed to be located next to daycare centers. There are still questions about how Federal regulations would apply.

President Nemlowill noted that in the Staff report, Mike Morgan referred to the daycare center as a preschool. Planner Johnson explained that the terms are sometimes used interchangeably, but the definition of each can sometimes depend on the ages of the children attending the facility. Children under school age will attend the daycare center all day, while children of school age will attend half days, before or after they have attended school. City Manager Estes added that the use classification of a daycare center incorporates both all day care and before/after school care.

President Nemlowill asked if parking on the Applicant's residential property was an important aspect of approving this request. She wanted to know how the Conditional Use would impact a future owner of the property. Planner Johnson confirmed that the fourth condition of approval in the Staff report would take effect. The daycare center is required to have five parking spaces. There are eight parking spaces on 29<sup>th</sup> Street, some of which are used by adjacent facilities. If available parking on 29<sup>th</sup> Street were less than five, any loss of parking on the property would require a Planning Commission review to address the parking issue. Staff believed the available parking on 29<sup>th</sup> Street was sufficient and the parking in front of the house is considered additional.

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

Kelsy Fausett, 640 29<sup>th</sup> Street, Astoria, said she has run a daycare in her home for almost six years. Her home is adjacent to the proposed site to the south. Her business is ready to expand, especially since there is a need for more childcare in the area. She noted that her driveway is attached to the building through an easement. Therefore, even if she moved, the driveway would remain attached to the building.

Commissioner Gimre asked if any of Ms. Fausett's customers were concerned about the medical marijuana dispensary being located next door. Ms. Fausett agreed that situation seemed strange. She has never had an issue living and running a home daycare next to a dispensary. Parents have asked about issues, but being next to a dispensary has never caused concerns. The dispensary will be on the end of the building opposite where children will be coming and going and dispensary customers will have no access to the children through the building.

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

Tara Mestrich, P.O. Box 846, Astoria, who works as a childcare research and referral coordinator in Clatsop and Tillamook Counties, said there is a huge need for daycare in the community. The Clatsop County area has 43 childcare providers, but only 26 are licensed. There are currently only eight childcare openings, none of which are for infants. When Coryell's Day Care closed, about 100 children were displaced. She worked with licensing specialists to expand a few of the other daycare centers so they could take a few more children, but several parents have contacted her with concerns because they had to leave their jobs due to lack of infant care. Ms. Fausett is one of the top requested childcare providers in Clatsop County. Ms. Westridge worked with Ms. Fausett to get her Childcare Development Associate (CDA) credential. Ms. Fausett is currently registered as an in-home family childcare provider, but she also teaches preschool while giving regular care in her home. She supported Ms. Fausett's request for the daycare center.

Megan Goin, 449 McClure, Astoria, said she and her husband recently moved back to Astoria. She was extremely lucky to be able to send both of her sons to Ms. Fausett's for daycare. Ms. Fausett is fantastic and it is a relief to go to work every day knowing that her children are being cared for. When she heard about Coryell's closure, she could not imagine what nightmares the parents must be going through to try to find daycare. Her 2½ year old is recognizing and writing his name and her sons love going to Ms. Fausett's. She would love to see Ms. Fausett expand and open a new facility.



Kirk Fausett said he was Ms. Fausett's father-in-law and owned the building and parking next door. He offered to answer questions.

Derith Andrew, 1425 7<sup>th</sup> Street, Astoria, said Ms. Fausett is fabulous. As a parent, she was concerned that the daycare would be located next to a medical marijuana facility and noted that it was also next to a strip club, which was not ideal. However, there is not enough childcare in this community. As a working parent, she believed it was impossible to find a daycare that is good at what they do, someone that you trust, and someone you can afford. Ms. Fausett's location is unfortunate, but there is a huge need for her services. Many people suffer when they do not have access to daycare, which is a basic necessity. Ms. Fausett's request should definitely be approved.

Kelly Smitherman, 1149 Grand Avenue, Astoria, said she was speaking as an education specialist for the Coast Guard. She has repeatedly heard from families of active duty Coast Guard members how difficult it is to find childcare, especially since Coryell's closed. Finding care for infants is a major issue. She spoke with Ms. Fausett and learned that Ms. Fausett is very interested in taking infants as well as toddlers and preschoolers. This would be a huge advantage to Coast Guard members. Ms. Fausett has a wonderful reputation with the Coast Guard and has cared for Coast Guard member's children for special events. She supported Ms. Fausett's request on behalf of the Coast Guard.

President Nemlowill called for any testimony impartial to, or opposed to the application. Hearing none, she called for closing comments from Staff.

Planner Johnson clarified that the parking area on the property would need to be reviewed by the Planning Commission upon a change of ownership. Childcare staff and parents would be turning around in the parking area on the property. The Planning Commission would need to determine if any compliance issues exist with the parking situation if there was ever a new owner. She reminded members of the audience who spoke to sign in with their names and addresses, as this information was needed for the record.

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

Commissioner Pearson said 10 or 12 years ago, when Mill Pond was just a dream, the idea was to create a community within the community with a mix of residential and commercial uses that would help the neighborhood grow and succeed. This application is the perfect example of that happening. He fully supported the request.

Commissioner Fitzpatrick said he was a bit concerned about the medical marijuana dispensary nearby; however, all of his questions were answered during the public hearing.

Vice President Innes said she was thrilled to hear this proposed solution to an obvious loss in the community. Everything she heard seemed satisfactory and she was in favor of the proposal.

Commissioner Gimre said when he first read the staff report, he believed the daycare would be replacing the current tenants. However, he realized that attitudes about marijuana are changing. The testimony in favor of the current daycare was moving. After hearing the public testimony, he would have no problem putting his own child in the daycare despite his concerns about the dispensary. A dispensary next door to a daycare is a moot point. He did not believe the daycare would have any problems filling an obvious need in the County. He planned to vote in favor of the application.

Commissioner Easom said he also supported the request.

President Nemlowill moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Conditional Use CU14-12 by Kelsy Fausett, with conditions; seconded by Commissioner Pearson. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.



ITEM 4(d):

CU14-13                      Conditional Use CU14-13 by Ryan Helligso for Nomadic Properties to expand an existing 2,000 square foot professional office with 3,000 square feet additional space at 3990 Abbey Lane in units 103, 104, 105, 106, and 107 in the S-2A Zone (Tourist Oriented Shoreland).

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

Planner Johnson reviewed the written Staff report. She clarified that while parking issues do exist on the property, there is ample parking for this use based on City Code. The City cannot dictate the location of the parking spaces and it would be up to the property owners and tenants to determine which spaces would be for this use. No correspondence had been received and Staff recommended approval of the request with the conditions listed in the Staff report.

President Nemlowill opened the public hearing and called for a presentation by the Applicant. There was no presentation by the Applicant. President Nemlowill called for any testimony in favor of, impartial to, or opposed to the application. Hearing none, she called for closing comments of Staff. There were none. She closed the public hearing and called for Commission discussion and deliberation.

Vice President Innes agreed that there was ample room on the property and the space should be used. She had no problems with the request and planned to vote in favor.

Commissioner Fitzpatrick said that because this project has come before the APC so many times, the City should remember during future planning that putting housing above industrial uses is not a good idea.

President Nemlowill agreed and added that this is a very dynamic property. When the property was designated as a General Industrial zone, she believed there was an idea that the ground floor businesses could be used for manufacturing. However, the ground floor remained empty. It is too bad the City could not have been more proactive with the planning of this area, but the City's hands were tied to some extent. City Manager Estes explained that the building has a long history of appeals and lawsuits, going back to when the building was first built. There was difference of opinion between the State of Oregon and the City of Astoria. Recently, the State's perspective has changed, which led the City to move forward with the zone change in an attempt to get the issues resolved. He believed the processes in this area would be much smoother from now on.

Commissioner Fitzpatrick said when this project was presented to him as an investment 10 years ago, he believed that no one would want to live above industrial sites. However, it has turned out that no one wants to do light manufacturing under residential units. He believed office spaces were a much more compatible use and he did not have any issues with expanding the Applicant's current space.

Commissioner Easom moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Conditional Use CU14-13 by Ryan Helligso for Nomadic Properties, with conditions; seconded by Vice President Innes. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.

ITEM 4(e):

V14-06                      Parking Variance V14-06 by Jennie Hillard for Rod Gramson, from the required two off-street parking spaces to increase the existing single-family dwelling to a two-family dwelling with zero off-street parking at 1626 Grand in the R-3, High Density Residential zone. This item was continued from previous meetings.

Planner Johnson explained that the Applicant has constructed parking on their site and no longer needs the variance. The applicant has withdrawn the application.



## REPORTS OF OFFICERS/COMMISSIONERS:

ITEM 5(a): The December Planning Commission meeting has been rescheduled for Wednesday, December 17, 2014 at 6:30 pm due to the Christmas holiday.

## ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:14 pm to convene the Work Session.

## WORK SESSION – Bridge Vista Area of the Riverfront Vision Plan:

City Manager Estes noted that this was the second work session on the Bridge Vista Area of the Riverfront Vision Plan (Plan). The first work session discussed issues with overwater development. This work session will discuss zoning district issues. Planner Johnson added that three pieces of correspondence had been received from George Hague, Rhonda Gewin, and Mike and Maryann Soderberg, which were presented to the Commissioners for their consideration during this work session.

Matt Hastie, Angelo Planning Group, reviewed discussions from the last work session about development standards for overwater and on land development. This work session would focus on land use regulations and the next work session would focus on design regulations. He and Staff presented their recommendations via PowerPoint, as noted in the memorandum included in the Staff report. Recommendations for permitted uses on land and overwater and zone changes aimed to satisfy land use objectives contained in the Riverfront Vision Plan.

Zone change recommendations are as follows:

- Extend the S-2 Zone around the West Mooring Basin into a portion of the existing C-2 zone.
- Convert most of the C-2 zone near the bridge into a new pedestrian oriented zone.
- Convert the west end of the C-2 zone at the east end of the Bridge Vista Area to a zone similar to the C-3 zone.

Mr. Hastie and Staff explained why these zone changes were being recommended. The C-2 Tourist Commercial zone allows for a very limited set of commercial uses, some of which include auto oriented uses. A pedestrian zone would create a livelier neighborhood-oriented commercial area. The C-2 zone has been a challenge for the City and Planning Commission over the years. The C-2 zone was established as part of an earlier Riverfront Plan to try to enliven the waterfront. However, the zone created a situation where a specific set of uses, which had to be driven by revenue from tourism, could only locate in that zone. Businesses providing services to local people could not be located within the zone. It became difficult and time consuming for businesses to be located within the zone. Some of the existing uses could be incorporated in the new zone while making the area a place that can accommodate businesses that serve both tourists and local people. The direction and location of Astoria's tourist industry has changed since the C-2 zone was implemented. The location no longer works with the intent of the zone because development of the entire community has changed.

Planner Johnson described the specific location of the current zones and the recommended S-2 zone extension area, which is the green space behind the pedestrian area facing West Marine Drive. The only way to access the back area is through Bay Street near the Maritime Memorial (10 Bay Street). Therefore, the area is more conducive to development similar to the Red Building (20 Basin Street) and other shoreland related developments. The area just along the riverfront would be rezoned to S-2. The Planning Commission needs to consider whether the entire green space between the Maritime Memorial and the fish processing plant at 305 Industry should be rezoned as S-2, pedestrian, or some other zone. She explained the difference between the S-2 zone and the pedestrian oriented zone, listing examples of allowed and conditional uses in each zone.

Commissioner Easom asked how a manufactured dwelling in an approved park ended up in the S-2 zone. Staff explained Federal regulations once required manufactured dwellings and parks to be allowed in any zone that allows residential uses. Astoria's S-2 zone allows residences as a secondary use. Some of the regulations have changed and Astoria no longer allows manufactured housing in the zone because single-family and duplex homes are not allowed. The code language provided equal housing opportunities. In order to comply with State law, this new code amendment would strike manufactured homes from the list of allowed uses because single-family residences would not be permitted.



Staff showed on the map which properties in the proposed S-2 zone were Port-owned properties, City-owned properties, and private-owned properties. The City has discussed this proposed zone change with the Port, which is currently in the C-2, Tourist Oriented zone. President Nemlowill asked if anyone in the audience was representing the Port.

Ted Naemura, Legal Assistant with Jordan Ramis, said he attended to represent the Port because Tim Ramis and Mike Weston were not able to attend the meeting and the Port wants to participate in this process.

Mr. Hastie continued with his presentation, noting that specific changes to some of the currently allowed uses have been proposed in an effort to satisfy the objectives of the Plan to support a working waterfront and allow a mix of commercial and residential uses. He asked the Planning Commission to consider whether the proposed uses support a working waterfront and provide an appropriate mix of commercial and other uses. These changes were being recommended because some of the currently allowed uses conflicted with the proposed pedestrian zone and because of feedback received during discussions of the Civic Greenway Area. For example, he recommended prohibiting fossil fuel and petroleum product terminals in overwater areas.

City Manager Estes explained that the fossil fuel terminal issue was raised during public hearings at City Council, after the Planning Commission hearings. City Council approved the prohibition of such terminals within the Civic Greenway Area. Therefore, Staff has carried this forward as a recommendation for the Bridge Vista Area.

Mr. Hastie listed other recommended changes to the allowed uses, which were listed in the Staff report. He asked if the Planning Commission believed warehouses and wood processing should be limited in the Bridge Vista Area of the S-2 zone.

President Nemlowill said that when the Planning Commission was discussing terminals in the Civic Greenway Area, they were talking about cruise ship terminals, not fossil fuel terminals. She believed different definitions of the word "terminals" led to the issue. Therefore, she believed warehouses and wood processing needed to be defined to avoid future issues.

Planner Johnson said a warehouse could be any large building where items are stored. A mini storage would not be considered a warehouse. A warehouse could store many different products and could be of any size. The items in a warehouse are stored for shipping or wholesaling, not for direct retail sales. Wood processing includes any of the various uses of plywood mills, debarking, or any process having to do with a wood product. She noted that limiting warehouses and wood processing was only recommended for the Bridge Vista Area, not the Port and the piers. Mr. Hastie added that both uses were currently allowed as conditional uses. He and Staff asked the Planning Commission to consider how these uses would impact the future of this area and decide if limiting them would be appropriate.

Staff used the map to describe the exact location of the area, noting the different zones, the uses currently allowed in each zone, and the changes being recommended. Staff confirmed that cold storage was listed as a separate outright permitted use in the S-2 zone and would not be grouped under warehousing. Therefore, prohibiting warehousing would still allow cold storage. Planner Johnson gave specific examples of several of the uses currently allowed in the S-2 zone and asked which uses the Planning Commission would like eliminated in the Bridge Vista Area.

Commissioner Easom said he would like to see the following Conditional Uses of the S-2 zone eliminated:

- Automobile sales and service establishments
- Educational establishments
- Gasoline service stations
- Housing which is secondary to another permitted use
- Manufactured dwelling parks
- Single-family residences where such use occupies no more than 25 percent of a structures gross floor area
- Multi-family dwellings

City Manager Estes explained that the pedestrian-oriented zone was being proposed because the area is a neighborhood center for the Uniontown District. The area is used as a gathering space with restaurants, coffee shops, and stores. The concept of a pedestrian zone would create a district that emphasized an urban pedestrian feel with buildings closer to property lines, similar to the historic buildings currently in the area. Larger



automobile intensive uses, like drive-throughs and car dealerships, would be removed from the area. The new zone would make the district more similar to other historic shopping districts in Astoria.

President Nemlowill believed Marine Drive would make it difficult to make the area pedestrian oriented. City Manager Estes agreed there would be logistical issues that would need to be addressed. The City has spoken to property owners in the area who remember when people would come to the district at night to see a show at the theatre or get a drink at the cafe. There is interest in seeing some of the underutilized properties in the area redeveloped. Staff described how the proposed zone change, along with some allowable use changes, could improve the area.

Commissioner Gimre and Vice President Innes said they were in favor of expanding the pedestrian zone. Vice President Innes remembered when the area was active and she believed it could be integrated into the River Trail.

President Nemlowill did not understand how the pedestrian zone made sense without looking at the Transportation System Plan (TSP). She asked if this was the area where a road diet and median had been proposed. Staff explained that the road diet was suggested for an area to the east that stopped at Columbia Avenue. However, crosswalk improvements in the proposed pedestrian zone had been discussed. The pedestrian zone could be a brand new zone that does not currently exist in Astoria, or implemented by other mechanics, like an overlay zone, and could be used to create the type of zone that includes land uses appropriate for the area. The TSP already includes pedestrian enhancements in the area. President Nemlowill believed pedestrian safety issues would need to be addressed.

Commissioner Pearson supported the pedestrian zone. The area contains the last of the historic buildings as one leaves Astoria. He was unsure how the S-2 zone would relate to the pedestrian area, being so close together. He did not believe any more warehouses or debarking on the waterfront would be appropriate within a block of a pedestrian-friendly area. However, he understood this was an extension of the Port. The parcel is so small and he was not sure how many options could be offered for something that is currently working well with the Maritime Memorial as a public open space.

Commissioner Fitzpatrick understood President Nemlowill's concern about traffic safety issues. However, the Commission needed to indicate what it would like to see in the zone. He supported a pedestrian oriented zone.

Mr. Hastie confirmed he had received some useful feedback. He suggested applying limits to building size to prevent big box stores in the area.

President Nemlowill called for a recess at 8:56 pm and reconvened the meeting at 9:04 pm. She invited public testimony about the Bridge Vista Area.

Drew Herzig, 628 Klaskanine Avenue, Astoria, noted that once again, there was a lot of information to address. He said at the last Planning Commission meeting, Suenn Ho talked about how rare and precious working waterfronts are. He believed it would be helpful for Mr. Hastie to compare Astoria to working waterfronts in other cities. Astoria is trying to create something for which there is not much of a model. No one really knows what the working waterfront of the future might look like, and yet the Commission is trying to make decisions. He believed it would be very valuable to get information about cities like Astoria that have working waterfronts. The pedestrian-oriented zone is an interesting proposal and he believed a town hall should be held to get the public's input about the zone. The new zone would be located in an important area. He was not sure the Commission received enough public input to move forward on the new zone. The area is away from what people consider the Riverfront and is in a neighborhood. He believed a different setting should be used to get public input on the vision for Uniontown.

President Nemlowill noted the Planning Commission went on a walking tour of the Bridge Vista Area earlier that day. It was helpful to see the area in person, not just on maps. She thanked Mr. Hastie and Staff for setting up the tour, and Sherri Williams for taking minutes of the meeting they conducted as they walked along the riverfront. Commissioner Fitzpatrick added that the walking tour was open to the public and notice was published in the *Daily Astorian*.

Ted Naemura, Legal Assistant for Jordan Ramis representing the Port of Astoria, thanked the Planning Commission for conducting the work session, allowing the public to attend, and encouraging the public to



participate. He said that Mike Weston and Tim Ramis were unable to attend the meeting, but they would like to provide feedback. He said he would work with his team to generate the answers the Planning Commission is looking for from the Port. The Port would like to participate in and contribute to this process.

Mr. Hastie said based on what he heard throughout the meeting, he believed it would be appropriate to extend the S-2 zone onto parcels that Planner Johnson referred to earlier which are in the C-2 zone or to include those parcels in the proposed pedestrian-oriented zone. He asked for feedback about these two options. Staff used the map to point out the exact location of the area in which the zone change was proposed.

Commissioner Easom asked if the pedestrian zone would preclude water-related activities. Planner Johnson explained that only tourist-oriented activities are currently allowed. Staff is suggesting the pedestrian area also allow general commercial uses. This would be an increase in the allowable uses of this area, but water-dependent and water-related uses would still not be allowed. She asked if the Commission believed it would be more appropriate to allow the marine industrial uses of the S-2 zone or allow lighter commercial development in the area. She added that if the zone allowed more commercial uses, the fish processing plant currently located in the proposed area would become a non-conforming use.

President Nemlowill asked how this discussion related to the Riverfront Vision Plan. City Manager Estes said the Plan states the C-2 zone should be rezoned. Mr. Hastie added that the Planning Commission needs to decide what type of zone would be appropriate in the area to be rezoned. He recommended a portion of the zone remain commercial, but allow a broader set of uses within the zone that would make it more pedestrian oriented. Another portion of the zone could allow for marine or water-dependent uses. After hearing discussion earlier in the meeting about his recommendation, Mr. Hastie suggested the entire existing C-2 zone be changed to allow a broader set of commercial uses that would make the area more pedestrian oriented. He believed both options would be consistent with the Riverfront Vision Plan.

President Nemlowill asked the Commissioners for feedback on Mr. Herzig's suggestion to host a town hall meeting.

City Manager Estes said Staff discussed a town hall meeting. Prior to this meeting, Staff had spoken to property owners and residents in the area, encouraging them to attend this meeting. He believed having a meeting in the Uniontown District would be beneficial. Planner Johnson said an open house could be scheduled for December.

Mr. Hastie reminded that his recommendations are a preliminary set of ideas and more proposed code revisions would be presented for the area. Additional meetings will help provide information about the entire area. Tonight's meeting was meant to provide the Planning Commission with options and get feedback about those options.

President Nemlowill said she needed more information about the vision for Uniontown. The Plan is very broad and she would like to find out more. Vice President Innes added that it would be helpful to see information that is clearer. The visual aids used during the presentation give part of the information, but she needs more information before she can choose an option.

Staff said they would prepare some graphics that show existing zones and the recommended options.

Commissioner Pearson believed it would be helpful to explore the transitional S-2 zone. It will be easier to get a reaction from the public if they have something to react to. On the walking tour, he saw that the space is small. The area would be a transition from the pedestrian zone to the Bridgewater Bistro (20 Basin Street) and Maritime Memorial Park (10 Bay Street). This is not a prime industrial zone, but if the City wants the area to be successful it needs to implement something that can flourish in a very small space, like commercial uses.

Commissioner Easom believed the area should be kept open to marine-oriented uses because doing so would satisfy the Plan.

City Manager Estes explained that thinking broadly about these areas allows Staff to come up with recommendations that incorporate what the Commission believes is appropriate for the area. The City has the opportunity to be creative and the Commission needs to think about how it wants the area to develop in the future.



Commissioner Easom asked what it would mean to limit drive-through establishments. Staff explained that coffee kiosks, restaurants, or banks with a drive-up window would be limited. Currently, drive-throughs are prohibited in several areas throughout the City. The businesses are still allowed in these areas, but they cannot have a drive-up window. Eliminating the drive-up windows encourages a more pedestrian-oriented area.

City Manager Estes said Staff has spoken to people who live in or have interests in the area. However, he believed allowing the public to give feedback directly to the Commission was important. To advertise the town hall meeting, Staff will send notices to residents and property owners in that area and notify the Uniontown Association.

Commissioner Gimre said it was unfortunate that no one from the district attended this meeting. He believed it would be difficult to get people to attend a meeting in December. Staff suggested the meeting be scheduled for early January which would allow the Planning Commission to discuss design review guidelines first, and get feedback about those guidelines at the town hall meeting. Staff also suggested having the meeting at a location in the neighborhood.

Commissioner Easom said during the walking tour, the group discussed measuring distance from the riverfront by starting at the center line of the trolley property. He and Mr. Hastie said this would not work west of the Holiday Inn Express because there is more land north of the trolley line in that area. Planner Johnson said there were other ways to measure the distance in different areas and it would be simple to add these to the code.

President Nemlowill reminded that the next Planning Commission meeting was scheduled for Wednesday, December 17, 2014 at 6:30 pm, and that the meeting will include a work session.

President Nemlowill adjourned the work session at 8:26 pm. Seeing that a member of the audience wished to speak on the record, she reopened the work session at 8:27 pm.

Robert Evert, 10 Pier 1, Suite 308, Astoria, said he represented the Port of Astoria. He spent the last 22 years in the forest products industry, laying out seven new mill sites and log yard operations in Alaska, Idaho, Montana, Oregon, and Washington. Most logs processed for export are 40 feet long. Logs processed for plywood and veneer are 34 feet long. There is no way to handle logs in the small area identified in the PowerPoint presentation between the Red Building and the Maritime Memorial area currently zoned C-2. Therefore, it is not reasonable to assume that debarking or log processing would occur in that area. He commended the Planning Commission for their forethought and insight on the S-2 zone concept. The zone would benefit everyone involved. Rezoning the Port's property in the vicinity of the Astoria-Megler Bridge could impact the Port's activities and the Red Building. He noted that the Red Building is constructed on the shoreline and the Bistro Cafe in that building has extensive views of the River. The proposed code language to require buildings to be at least 100', 200' or 500' from shore would block those views if a building is built just east of the Red Building. He recommended that the area between the Red Building and the Maritime Memorial allow buildings to be constructed on the shoreline and not further from shore to protect the views from the Red Building. There being no further business, the work session was adjourned at 8:30 pm.

**ATTEST:**

**APPROVED:**

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Secretary

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City Manager



## ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall  
December 17, 2014

### CALL TO ORDER:

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

### ROLL CALL:

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

Commissioners Excused: McLaren Innes, One Vacancy

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

### APPROVAL OF MINUTES:

#### ITEM 3(a): November 25, 2014 Work Session

President Nemlowill asked for approval of the minutes of the November 25, 2014 work session. Commissioner Gimre moved that the Astoria Planning Commission approve the minutes as presented; seconded by Commissioner Easom. Motion passed unanimously.

### PUBLIC HEARINGS:

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

#### ITEM 4(a):

CU03-04 Permit Extension for Conditional Use CU03-04 by Elisabeth Nelson to request a one-year extension for a temporary use, to August 26, 2015, to operate the Astoria Conservatory of Music in the existing church structure at 1103 Grand Avenue in the R-3, High Density Residential zone.

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

Commissioner Fitzpatrick declared that he and Ms. Nelson were friends; he is a member of the First Presbyterian Church, and is a past member of the session. He said City Attorney Henningsgaard had determined that he should recuse himself. He consulted on a real estate transaction that involved Presbytery of the Cascades, which resulted in him being appointed as an elder of Presbytery of the Cascades. This is considered a conflict of interest. He stepped down from the dais.

President Nemlowill declared that her daughter took music classes with Ms. Nelson. However, she has no conflict of interest and would still be voting.

Commissioner Pearson declared that he was a member of First Presbyterian Church and a past session member. However, he has not been actively involved with the church for several years. He believed he could make an objective decision.

President Nemlowill asked Staff to present the Staff report.

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

Commissioner Easom asked why this use was still temporary after so many years. Planner Johnson explained that a temporary use permits uses not allowed within a zone for one year, only if the use is deemed appropriate for the location and makes use of an underutilized building. The Planning Commission can deny the permit any time if the use does not meet criteria. City Code allows temporary use permits to be renewed annually, pending compliance with all codes. This use would not otherwise be allowed, and you cannot get a variance from a use.

President Nemlowill said each year, very few people renew temporary use permits. She believed it made sense to give Staff the ability to approve these permits administratively. The Planning Commission could still review renewals for which complaints had been received or a change in use or ownership had been requested. She suggested the City create a process for administrative approval of temporary use permits.

City Manager Estes explained he had asked Planner Johnson to find codes that need to be updated with minor housekeeping type changes. A code amendment could implement President Nemlowill's suggestion and Planner Johnson would add it to the updates.

President Nemlowill opened the public hearing and called for a presentation by the Applicant. There was none. She called for any testimony in favor of, impartial to, or opposed to the application. Hearing none, she called for closing comments of Staff. There were none. She closed the public hearing and confirmed there was no Commission discussion or deliberation.

Commissioner Easom moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Permit Extension for Conditional Use CU03-04 by Elisabeth Nelson, with conditions; seconded by Commissioner Pearson. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.

Commissioner Fitzpatrick returned to the dais.

ITEM 4(b):

CU14-14                      Conditional Use CU14-14 by Michelle Green to continue use of the existing drive-through coffee shop as a temporary use for one year at 230 37th Street in the S-1, Marine Industrial Shorelands zone.

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

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

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

Commissioner Gimre said the Applicant was the fifth owner of the business since 2003 and he hoped she could do something different from the previous owners.

Commissioner Gimre moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Conditional Use CU14-14 by Michelle Green, with conditions; seconded by Commissioner Easom. Motion passed unanimously.

President Nemlowill read the rules of appeal into the record.



## ADJOURNMENT TO WORK SESSION:

There being no further business, the meeting was adjourned at 6:45 pm to convene the Work Session.

### ITEM 6(a): Riverfront Vision Plan – Bridge Vista Area

Matt Hastie, Angelo Planning Group, gave a presentation on recommended code amendments necessary to implement design guidelines within the Bridge Vista Area, as noted in the memorandum included in the agenda packet. During the presentation, he and Staff responded to questions and comments from the Planning Commission as follows:

- The Commission and Staff discussed the possibility of a facade improvement loan or grant program for the Astor-West Urban Renewal District, which would require the implementation of design guidelines. Staff noted that they have already developed suggested code language for the program but have not approved or implemented the guidelines yet. Past, current, and future projects within the district were discussed. The facade improvement program would require a property owner to complete certain steps in order to qualify and would include a cap on the maximum funding a property owner could receive. While this type of program is common throughout the State, it would be new to Astoria. It would be up to the Development Commission to decide if the program would offer loans, grants, or both.
  - President Nemlowill believed including both loans and grants in a facade improvement program would be best. Design guidelines for the Urban Renewal District are unprecedented. She asked if design guidelines would need to be discussed for the Astor-East Urban Renewal District as well. Staff said cash flow in the Astor-East District would be a challenge because the majority of the properties are owned by non-profit and public entities that are not taxable. The Astor-East District has existed longer and has already utilized available funds. However, design guidelines for the Astor-East District could be considered by the Development Commission.
- Building Style and Form: Mid-century slipcovers, which have been recommended for removal, could be considered historic depending on the period of the structure and the date of installation. This would be reviewed and decided on a case-by-case basis. Staff explained how the Design Review Committee (DRC) and the Historic Landmarks Commission (HLC) were appointed by the Mayor and explained their authority and jurisdiction as they apply to design guidelines.
  - President Nemlowill preferred alternative opportunities for incentives for existing structures to come into compliance with the design guidelines, rather than a trigger of investment, which she believed could be a deterrent to new construction or redevelopment. Staff said incentives have not been discussed beyond the Urban Renewal Program. Most communities do not usually implement such incentives when adopting design guidelines. However, incentives could be discussed. A parking reduction incentive has been discussed and included in the recommendations. Parking requirements can make building expansions more difficult or impossible when the site is too small to accommodate off-street parking requirements. Height and density incentives could be considered, but Mr. Hastie said he would not recommend those incentives for this area.
- Roof Forms and Materials: Staff believed false mansard should be discouraged as a flat roof form on commercial buildings because it was not used in Astoria until the 1960s or 1970s and would not protect the original historic integrity of a building.
  - Commissioners Easom, Fitzpatrick, and Gimre preferred tighter restrictions on roofing materials and colors on commercial buildings.
- Doors and Windows: Commissioner Easom and President Nemlowill believed doors on commercial and industrial buildings should be compatible with the type of business. Commissioner Easom was concerned that recommended window guidelines for industrial buildings could create construction hardships that would discourage industrial uses in the area. He did not mind solid walls, but suggested requiring a mural to add interest. Allowing flexibility in the industrial zone is important.
  - President Nemlowill agreed with Commissioner Easom that flexibility should be allowed and the windows should be compatible with the business. While some existing buildings without windows have historic ties and create value to the community, the architecture does not fit in with the rest of the area. There are some nice murals in Astoria, but too many could take away from the authentic feel of the City.
  - Commissioner Fitzpatrick supported clear stories in industrial buildings because natural light would be allowed inside and the building would have a better aesthetic exterior.
  - The Commission and Staff discussed design features of buildings in Astoria and agreed it would be appropriate to implement different standards for industrial and commercial buildings.



- Signs: Staff explained that monument signs were not considered appropriate for the pedestrian-oriented area because they can be up to 10 feet tall. The Planning Commission could allow monument signs and limit their size. However, most monument signs are scaled so that drivers can see them easily as they pass by in a car. Commissioners and Staff discussed typical uses for monuments signs and possible limits that could be implemented to ensure the signs looked appropriate in the area. Staff noted that way finding, highway, road, directional, and interpretive signs generally placed in rights-of-ways are exempt from sign regulations in the code. However, signs placed on private properties behind the sidewalk would have to comply with sign regulations.
- Setbacks: Commissioner Easom believed the recommended maximum setbacks were inappropriate for the north side of the River Trail. The Plan requires the encouragement of industrial uses in this area and the recommended setbacks would make it difficult for businesses to create access.
- Landscaping: Staff explained the process they used to determine which trees should be recommended for landscaping standards. The list of recommended species was finalized after the Planning Commission approved the Civic Greenway Area, so Staff planned to forward the list to the Commissioners for review.
  - President Nemlowill supported pedestrian amenities, like benches, being counted towards landscaping requirements, as was done in the Civic Greenway Area. Such an incentive would encourage companies to think about how the outside of their buildings would be used by the public.
- Off-Street Parking: Commissioner Fitzpatrick agreed with the recommendation to reduce off-street parking requirements. Commissioner Easom was concerned that the reduction in requirements could create parking issues. Staff explained that their recommendations were based on existing uses and buildings. Currently vacant buildings in the area have not been able to redevelop because the buildings encompass the entire lot and cannot provide parking. Staff explained the differences in off-street parking requirements between the Bridge Vista Area and Downtown which does not require off-street parking. The Planning Commission must decide if off-street parking requirements should be reduced for the entire Bridge Vista Area or just in the pedestrian-oriented portion of the area.

Mr. Hastie said a town hall meeting had been scheduled for January 6, 2015 at the Cannery Pier Hotel, to publicly share and receive feedback on work session discussions about the Bridge Vista Area. The meeting would be held in the evening, but the exact time was yet to be determined. He and Staff are updating their recommendations to reflect Planning Commission feedback in preparation for the meeting. The meeting will be publicized through public service announcements, media releases, and notifications to property owners in the area, emails, and flyers. Standards and guidelines, updated to reflect feedback received at the town hall meeting, would be presented to the Planning Commission at their January 27, 2015 meeting.

Planner Johnson stated for the record that the Planning Commission had letters from Russ Farmer, Anne Meyers, Mike and Marion Soderberg, and George Hague. The letters included comments based on the draft recommendations currently available.

President Nemlowill called for a recess at 7:56 pm and reconvened the work session at 8:02 pm.

City Manager Estes stated that during the recess, he was informed the town hall meeting might be relocated.

President Nemlowill opened the work session for public comments.

Drew Herzig, 628 Klaskanine Avenue, Astoria, said the term pedestrian-oriented zone had not yet been defined and he believed decisions were being made between meetings that were shaping the zone. At the last meeting, the Planning Commission was told the zone would be anything the Commission wanted to make it. However, at this meeting, the zone was being referred to as a benchmark for decisions and he did not understand this.

President Nemlowill understood the pedestrian-oriented zone to be a geographical area.

City Manager Estes reminded that at the last meeting, a possible area for the zone was identified. He explained that in this area, the buildings are already built out to the sidewalk and have more of an urban feel similar to Downtown. The Planning Commission could establish guidelines for this area that would require buildings to be of a scale and design that would be friendly and inviting to pedestrians. Staff will be better prepared to explain the concept of the pedestrian-oriented zone at the town hall meeting.



President Nemlowill closed the work session to public comments and called for the Commission to give Staff and Mr. Hastie feedback and direction.

#### Window Glazing Standards

Mr. Hastie understood that the Commission supported less window glazing standards be applied to industrial uses even within a pedestrian-oriented zone. Staff explained that more glazing in a pedestrian-oriented zone was important because buildings without windows were not inviting to pedestrians. Windows open the building up to the public space on the street. Tinting on windows has also been addressed in the recommendations because dark windows can also be uninviting to the public.

Commissioners Fitzpatrick and Pearson agreed with the recommended standards. President Nemlowill agreed the standards should be considered for the proposed pedestrian-oriented zone, even if the new zone is not implemented.

#### Siding and Wall Treatments

Planner Johnson listed some specific examples of materials that Staff believed should be discouraged or prohibited such as corrugated metal, false stone veneer, etc. Commissioner Easom noted that some of the buildings were historic and he believed corrugated metal should be allowed on all buildings along the south side of the River Trail. In an industrial area, even if the building were a commercial building, the corrugated metal would be appropriate. Commissioner Gimre believed other metal materials should be defined because some metal materials are not corrugated.

The Commission and Staff discussed buildings in Astoria that had metal siding and considered regulating the color of metal materials. The Commission agreed that buildings facing West Marine Drive should not be allowed to use metal materials. Staff said they would research the use of other metal materials.

The Commission and Staff discussed the pros and cons of regulating colors. A specific color may seem appropriate to one person and not to another, making the regulation of specific colors subjective. Additionally, being too specific about which colors are allowed could lead to a monochromatic look. Staff recommended that neon, fluorescent, bright, and primary colors be discouraged or prohibited. The Commission discussed issues created by the use of inappropriate colors on other buildings in Astoria. Mr. Hastie said he would prepare some alternative recommendations for regulating colors. Commissioner Easom believed colors should be regulated. However, Commissioner Gimre did not believe it was appropriate for the Planning Commission to play a role in part of the design process. Even the Design Review Committee does not design the building with the Applicant. Staff noted that most other communities do not regulate colors, and the communities that do say it is a nightmare because colors are so subjective and easily changed. Color has been defined by the Supreme Court as a form of freedom of speech. President Nemlowill believed that color can change the look and character of a building, but also agreed that colors were too subjective to be regulated. City Manager Estes said Staff would work on code language that would require some uniformity. The Commission agreed that specific colors should not be regulated.

#### Signs

The Commission agreed pole-mounted signs should be prohibited and monument signs should be regulated to their historic nature and/or height, at least in the geographical area where the pedestrian-oriented zone has been proposed.

#### Landscaping

Commissioner Pearson was concerned about the maintenance of trees. Trees can outgrow their space, but the public tends to complain when trees are trimmed. In the fall, foliage that has fallen from the trees clogs up the sewer system. He was concerned that City may not have the ability to maintain more trees when there are already issues maintaining the existing trees.

Mr. Hastie agreed that the City should have a process in place for maintaining trees. However, street trees have a lot of value because they can do more to improve the look of a street than anything else can. Commissioner Pearson believed this was true only as long as the trees can be maintained.



City Manager Estes noted that much of the landscaping in this area would be on private property, so the property owners would be responsible for maintenance. However, fall foliage falling into the street would still be an issue for the City.

Off-Street Parking

The Commission agreed with Staff's recommendations to reduce the off-street parking requirements in some circumstances.

NOT ON THE AGENDA

President Nemlowill noted that this was the last Planning Commission meeting for Planner Johnson, Commissioner Gimre, and herself. Planner Johnson said she would continue to work on the Riverfront Vision Plan and certain code amendments, so she would still be attending some meetings in the future. Commissioner Gimre said his time on the Planning Commission has been very rewarding. President Nemlowill said it has been a pleasure to serve the public and she felt lucky to have worked with such a thoughtful Commission. She looked forward to seeing the Commissioners at City Council meetings. Even though Commissioners have had different views from time to time, all of the Commissioners care a lot about Astoria. She thanked the Commissioners for their work.

ADJOURNMENT:

There being no further business, the work session adjourned at 8:30 pm.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Secretary

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

## STAFF REPORT AND FINDINGS OF FACT

January 9, 2015

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, PLANNER



SUBJECT: CONDITIONAL USE REQUEST (CU14-15) BY NOMADIC PROPERTIES TO  
EXPAND PROFESSIONAL OFFICES AT 3990 ABBEY LANE, #101, #102,  
CANNERY LOFT CONDOMINIUMS STAGE 2

### I. Background

- A. Applicant: Nomadic Properties  
10139 NW Skyline Heights Drive  
Portland Or 97229
- B. Owner: Nomadic Properties  
10139 NW Skyline Heights Drive  
Portland OR 97229
- C. Location: 3990 Abbey Lane; Map T8N-R9W Section 9AA, Tax Lot 80101,  
80102, 80109; Building B, Cannery Loft Condominium Stage 2,  
Astoria Business Park
- D. Zone: S-2A, Tourist Oriented Shorelands Zone
- E. Lot Size: Condominium units approximately 1,050 square feet
- F. Request: To expand professional offices in the first floor of the commercial  
portion of the Cannery Loft Condominium Stage 2 (Building B)

### II. BACKGROUND

#### A. Subject Property

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





B. Adjacent Neighborhood

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

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

C. Proposed Use

The applicant has requested a conditional use to expand professional offices into three of the remaining ground floor units of the building, two on the west side and one on the east side. Nomadic Properties owns all of the first floor commercial space, and intends to utilize the two western spaces (8101 and 8102) and lease the eastern space (8109) as a professional office. As a condominium, each unit is individually owned, but the building envelope, parking, and other common areas are owned jointly by all condominium owners through a home owners association. The space would house the administrative offices of the clinic operation.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on January 2, 2015. A notice of public hearing was published in the Daily Astorian on January 20, 2015. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

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

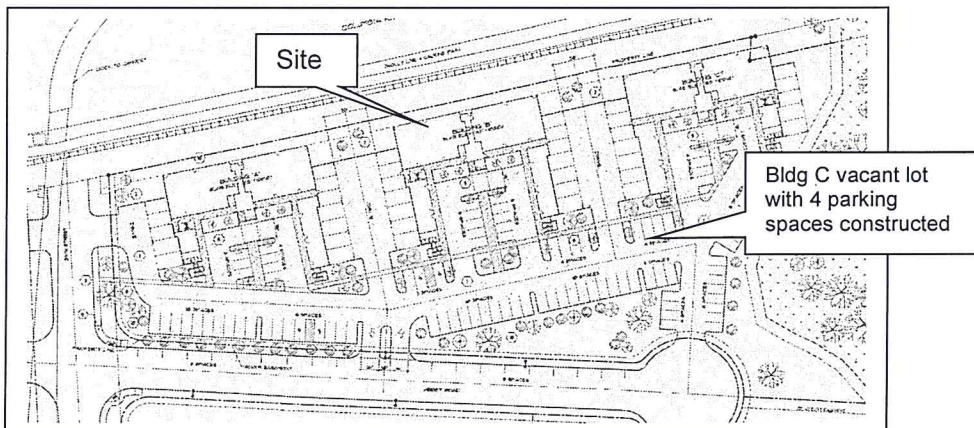
Finding: The applicant proposes to build out the existing space to accommodate three professional offices totaling approximately 1,050 square feet on both sides of the existing ground floor. The gross floor area of the ground commercial level includes 7,959 square feet (enclosed building area excluding parking and outdoor covered walkways). With the three additional professional offices the ground floor commercial area will be fully utilized.

- C. Section 2.485(2) Other Applicable Use Standards, Parking, states *"All uses will comply with access, parking and loading standards in Article 7. Where feasible, joint access points and parking facilities for more than one use should be provided. Within the S-2A Zone, on-street parking fronting on the lot proposed to be developed may be applied toward meeting the minimum parking space requirements specified*

*in Astoria Development Code Section 7.100. In-lieu of the paving requirements for parking areas specified in Astoria Development Code Section 7.110 (B), an applicant may propose an alternative pervious surface. Such alternative must be reviewed and approved by the City Engineer.*

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

Finding: The Cannery Loft Condominium complex was constructed with parking in the common areas included some covered parking area. The building was developed with 13 covered parking spaces. The site was developed with 30 residential units in Building A requiring 40 parking spaces, and 33 units in Building B requiring 45 parking spaces. With the completion of construction of Building B, there are still two spaces remaining for future tenants of the Building B. With the expansion of the remaining commercial space at 1,050 square feet, these two spaces will satisfy the requirement at one space per 500 square feet. Although the build out is 50 square feet over the 1,000 square foot standard, it is considered small enough to be in compliance.



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. CP.200, Economic Development Goal 1, states *“The City of Astoria will strengthen, improve, and diversify the area's economy to increase local employment opportunities.”*

CP.200, Economic Development Goal 1 Policies, states

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



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

Finding: The proposed use complies with the Comprehensive Plan.

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

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

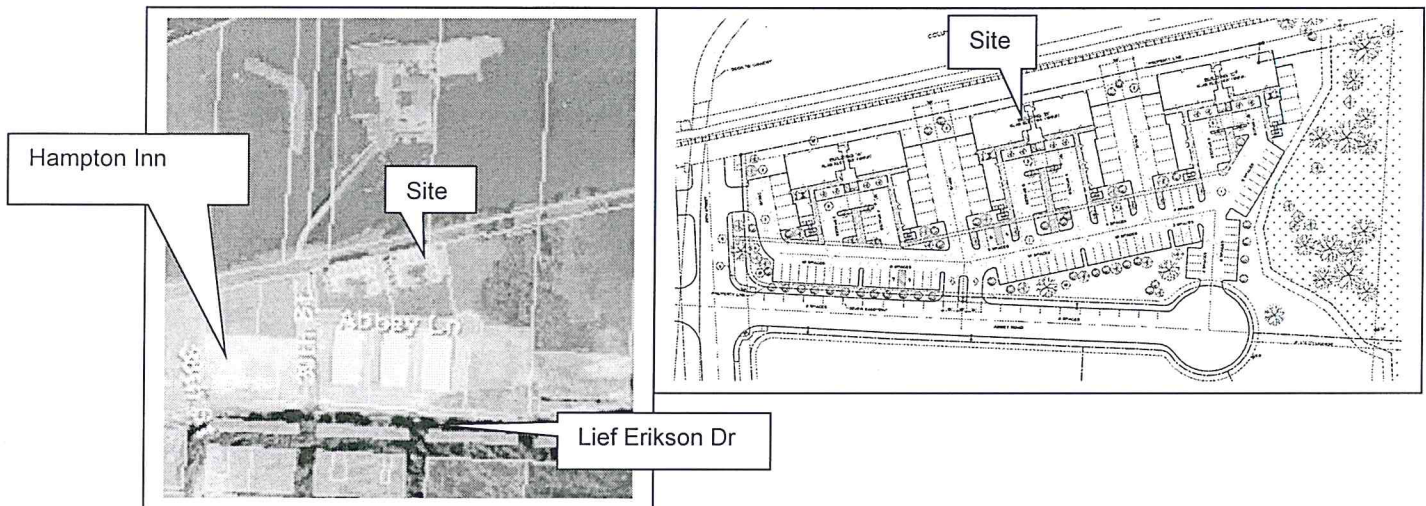
Finding: The proposed use is an appropriate use of an existing under-utilized building. The property is accessed from 39th Street, north of Lief Erikson Drive. There is an existing parking lot at the site with sufficient area for vehicle maneuvering. The nature of the applicant's business is a medical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

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

Finding: There is ample area available for maneuvering of vehicles on the site. The 39th Street and Abbey Lane rights-of-way are improved to a width of approximately 35', with existing curbs and sidewalks. The site is easily accessible by bike and foot, via the River Trail. The site is located within walking distance of the trolley line. The site is accessible by vehicle. Vehicle traffic on 39th Street is increasing yearly with the development at Pier 39, the occupancy of the Condominium buildings, and the construction of a Hampton Inn Hotel. However, the proposed use should not add a larger volume of vehicle trips to the site due to the nature of the client appointments for the business. With the recent property sale, it is unknown when the vacant site to the east will be developed. A Traffic Impact Study was completed for the



recent rezoning of this property which indicated that proposed uses such as this would not overburden the existing street system for access.



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

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

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

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

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

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

## V. CONCLUSIONS AND RECOMMENDATIONS

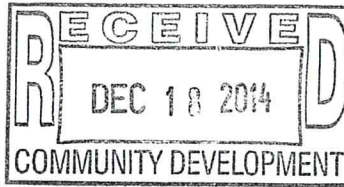
The request meets all applicable review criteria. Staff recommends approval of the request. The applicant should be aware of the following requirements:

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

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



CITY OF ASTORIA  
Founded 1811 • Incorporated 1856  
COMMUNITY DEVELOPMENT



*pd 12/19/14*

No. CU

Fee: \$250.00

**CONDITIONAL USE APPLICATION**

Property Address: 3990 Abbey Lane # 101, 102 & 109

Lot \_\_\_\_\_ Block \_\_\_\_\_ Subdivision Cannery Loft  
Condo Stage 2

Map OPRAA Tax Lot 80101, 80102, 80109 Zone S-2A

Applicant Name: Nomadic Properties, LLC

Mailing Address: 10139 NW Skyline Heights Drive Portland, OR 97229

Phone: (503) 816-6581 Business Phone: \_\_\_\_\_ Email: tedforcum@gmail.com

Property Owner's Name: same as Applicant

Mailing Address: \_\_\_\_\_

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

Signature of Applicant: [Signature] Date: 12-17-14

Signature of Property Owner: [Signature] Date: 12-17-14

Existing Use: 80101 - Business Incubator office 80102 & 80109 Vacant

Proposed Use: office #101, 102, 109

Square Footage of Building/Site: 1050

Proposed Off-Street Parking Spaces: 1 reserved + 2 open parking

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

For office use only:			
Application Complete:		Permit Info Into D-Base:	<u>12-22-14</u>
Labels Prepared:	<u>12-26-14</u>	Tentative APC Meeting Date:	<u>Jan 27-2015</u>
120 Days:			



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

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

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

This would be the expansion of a prior conditional use  
in this building to include the remaining vacant spaces.

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.

Recent traffic study for zone change demonstrated adequate  
traffic load capacity. Additionally, bike, riverwalk and bus  
access are readily available.

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

facilities are existing

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.

there are no exterior changes

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

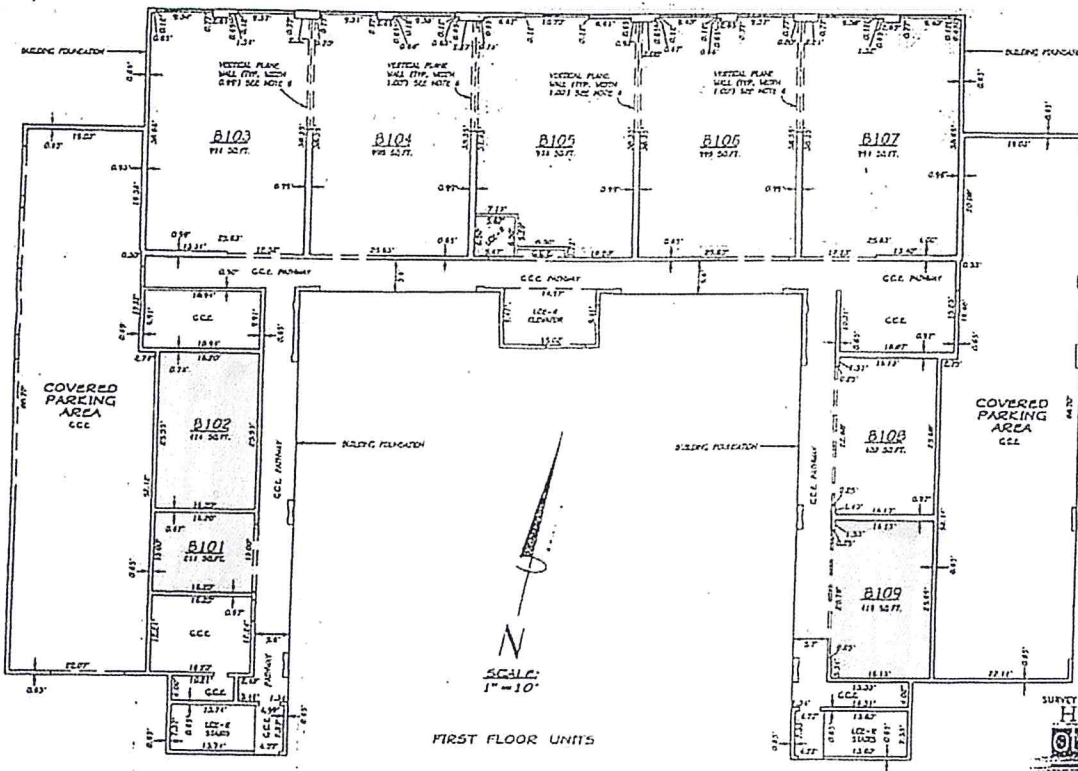
existing

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

**CANNERY LOFT CONDOMINIUM, SUPPLEMENTAL PLAT NO. 1, ANNEXATION OF STAG**  
**BEING A REPLAT OF A PORTION OF LOT 5 AND A PORTION OF LOT 6, ASTORIA BUSINESS PARK**

NE1/4 SECTION 9, T8N, R5W, W1M  
 CITY OF ASTORIA, CLATSOP COUNTY, OREGON  
 AUGUST 15, 2008

SHEET



DATE OF DESIGN: 8/15/08  
 COUNTY OF CLATSOP  
 I DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF THE ORIGINAL PLAT AS SUBMITTED TO THE CLATSOP COUNTY CLERK.  
 Dated: August 15, 2008  
 Dale W. Barrett  
 CLATSOP COUNTY CLERK

REGISTERED  
 LAND SURVEYOR  
 Dale W. Barrett  
 Oregon  
 License No. 12345

**LEGEND**  
 CCC: INDICATES COMMON CORRIDOR ELEMENT  
 CCA: INDICATES COMMON CORRIDOR ELEMENT

**GENERAL PLAT NOTES**  
 1. SEE SHEET 2 FOR BOUNDARY INFORMATION FOR THIS PLAT.  
 2. SEE SHEET 3 FOR BOUNDARY INFORMATION FOR THIS PLAT.  
 3. ALL UNITS SHOWN ARE TO BE CONSIDERED AS COMMON CORRIDOR UNITS UNLESS OTHERWISE NOTED.  
 4. UNITS SHOWN ARE TO BE CONSIDERED AS COMMON CORRIDOR UNITS UNLESS OTHERWISE NOTED.  
 5. SEE SHEET 4 FOR UNIT PLANS.  
 6. SEE SHEET 5 FOR UNIT PLANS.  
 7. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.  
 8. UNIT SOURCE POINTS SHALL BE REPORTED TO THE NEAREST SQUARE FOOT.  
 9. ALL UNIT MEASUREMENTS ARE TO BE REPORTED TO THE NEAREST SQUARE FOOT.  
 10. ALL UNIT MEASUREMENTS ARE TO BE REPORTED TO THE NEAREST SQUARE FOOT.

SURVEY BY:  
 HLB  
 HLB & ASSOCIATES  
 1000 N. 10TH AVE.  
 ASTORIA, OR 97103  
 (503) 325-1234  
 WWW.HLB-OTAK.COM

FIRST FLOOR UNITS



## STAFF REPORT AND FINDINGS OF FACT

January 12, 2015

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, PLANNER



SUBJECT: CONDITIONAL USE REQUEST (CU14-16) BY ANGELA COSBY TO LOCATE AN ACCESSORY DWELLING UNIT AT 1555 NIAGARA AVENUE

### I. Background

- A. Applicant: Angela Cosby  
1555 Niagara Avenue  
Astoria OR 97103
- B. Owner: same
- C. Location: 1555 Niagara Avenue; Map T8N R9W Section 17AB, Tax Lot 3900
- D. Zone: R-1, Low Density Residential
- E. Lot Size: Irregular shape 55' x 112' (7,457 square feet)
- F. Proposal: To locate an accessory dwelling unit in an existing single-family dwelling

### II. BACKGROUND INFORMATION

#### A. Subject Property

The subject property is located on the south side of Niagara Avenue. The property is developed with an existing single-family dwelling on a sloping lot. The applicant proposes to use the front portion of the basement level of the house as an accessory dwelling unit (ADU). The land contains a mapped landslide. The lot is larger than a standard single-family dwelling lot of 5,000 square feet with 7,457 square feet.

#### B. Adjacent Neighborhood

The neighborhood is developed with a variety of single-family dwellings with irregular, larger than standard sized lots. Adjacent to the dwelling to the west is a mapped slide area. Reservoir 2 and Shively Park are to the south a short

distance off of Williamsport Road. Astoria Middle School and the ballfields are to the southwest.



### III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on January 2, 2015. A notice of public hearing was published in the Daily Astorian on January 20, 2015. Any comments received will be made available at the Planning Commission meeting.

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

- A. Section 1.400 defines "Accessory Dwelling Unit" as *"An accessory dwelling unit is one additional subordinate or auxiliary living unit in an existing large, older house. A dwelling with an accessory dwelling unit is distinguished from a duplex by the retention of the appearance as a single-family dwelling."*

Finding: The applicant proposes to locate an ADU in the existing single-family dwelling. The only exterior alteration will be the entrance on the east side of the basement.

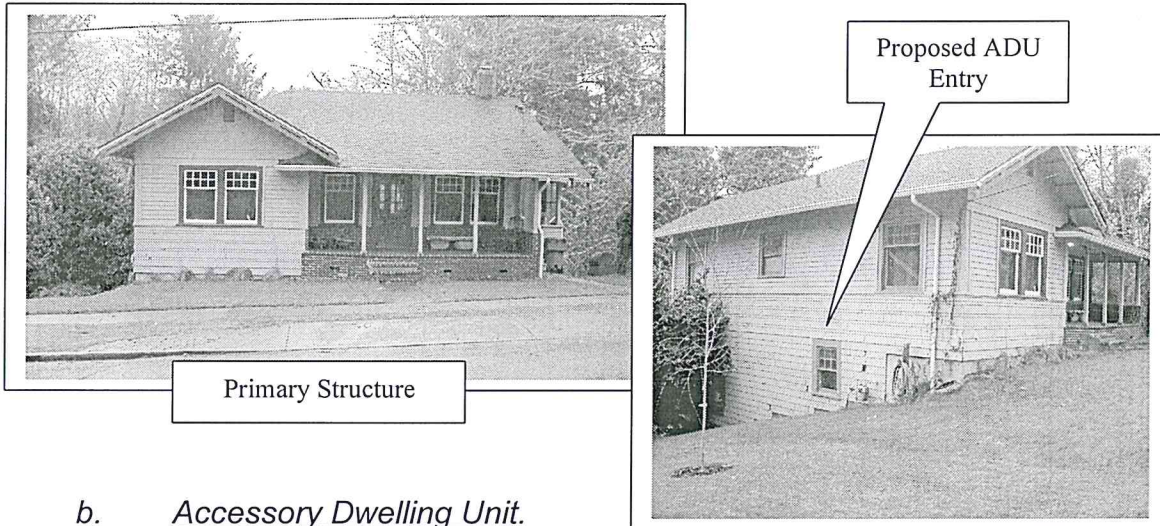
- B. Section 3.020.B.1 concerning the size for an ADU states that:

*"a. Primary Structure.*

*A house with an Accessory Dwelling Unit must have at least 1,400 square feet of floor area prior to creation of the Accessory Dwelling Unit. The floor area of the garage or other non-living space, such as an*



unfinished basement, may not be used in the calculation of the total square footage. Any finished area used to determine floor area of the primary unit must have been completed at least ten years prior to the application for an Accessory Dwelling Unit. This date shall be determined by proof to be submitted by the applicant, such as the final inspection report date of a building permit.



b. Accessory Dwelling Unit.

An Accessory Dwelling Unit shall not exceed 40% of the primary structure or 800 square feet in size, whichever is smaller."

COMPLETED IN 1921. Finding: The primary structure is approximately 2,100 square feet and was finished over ten years ago. The proposed ADU would be 800 square feet, (38.1%). LESS THAN

C. Section 3.020.B.2 concerning the creation of an ADU states that:

- "a. The Accessory Dwelling Unit may be created only through an internal conversion of an existing living area, basement, attic, other existing attached accessory buildings, or areas over attached garages. Accessory Dwelling Units shall not be permitted in structures detached from the primary residence, including but not limited to guest cottages, detached garages, or workshops.
- b. To differentiate an Accessory Dwelling Unit from a two-family dwelling, all utilities such as water, electric, or gas, shall remain as single service utilities. The Accessory Dwelling Unit shall not have its own utility services, except if the separate services existed prior to January 1, 2004. This does not apply to utilities providing service to communication devices such as telephone, television, and other communication devices.

- c. *An Accessory Dwelling Unit shall be subordinate to the existing single-family dwelling and may not be subdivided or otherwise segregated in ownership from the primary residence structure."*

Section 3.020.B.3 concerning location of entrances of an ADU states that:

*"In addition to the main entrance, one entrance to the house may be located on the side or rear of the house. An additional entrance shall not alter the appearance in such a way that the structure appears to be a two-family dwelling, unless the house contained additional front doors prior to the conversion."*

Finding: The only exterior alteration proposed is the entrance on the east side of the basement. The ADU would be located in the basement area of the house and would not be in separate ownership. It will be accessed from an outside stairway on the south side of the house. There are no separate utilities.

The ADU would utilize an area of the basement that has been unfinished and used for storage since the house was built.

- D. Section 3.020.B.4 concerning the zones in which an ADU is permitted states that:

*"Accessory Dwelling Units are allowed as an accessory use to any existing single-family dwelling in all zones."*

Finding: The proposed ADU would be in the R-1 Zone (Low Density Residential).

- E. Section 3.020.B.5 concerning owner occupancy of an ADU states that:

- a. *The property owner shall occupy either the principal unit or the Accessory Dwelling Unit as their permanent primary residence, and at no time receive rent for the owner-occupied unit.*
- b. *The property owner shall provide a covenant or deed restriction in a form acceptable to the City and suitable for recording with the County, providing notice to future owners of the subject lot that the existence of the Accessory Dwelling Unit is predicated upon the occupancy of either the Accessory Dwelling Unit or the principal dwelling unit by the property owner."*

The City suggests the following for inclusion in the deed:

*"The dwelling located on the above described property is approved as a single-family dwelling only. In accordance with the Astoria Development*



*Code Section 3.020(5.b), the existence of an Accessory Dwelling Unit in addition to the single-family dwelling is predicated upon the occupancy of either the Accessory Dwelling Unit or the principal dwelling unit by the property owner. Use of the Accessory Dwelling Unit at this location is subject to the regulations of the Astoria Development Code."*

Finding: The property owner currently lives in the primary unit and proposes to continue to live in that portion of the dwelling. Prior to occupancy of the ADU, the applicant shall provide a copy of the recorded deed with the above noted language to the Planner for approval.

- F. Section 3.020.B.6 concerning lot size for an ADU states that:

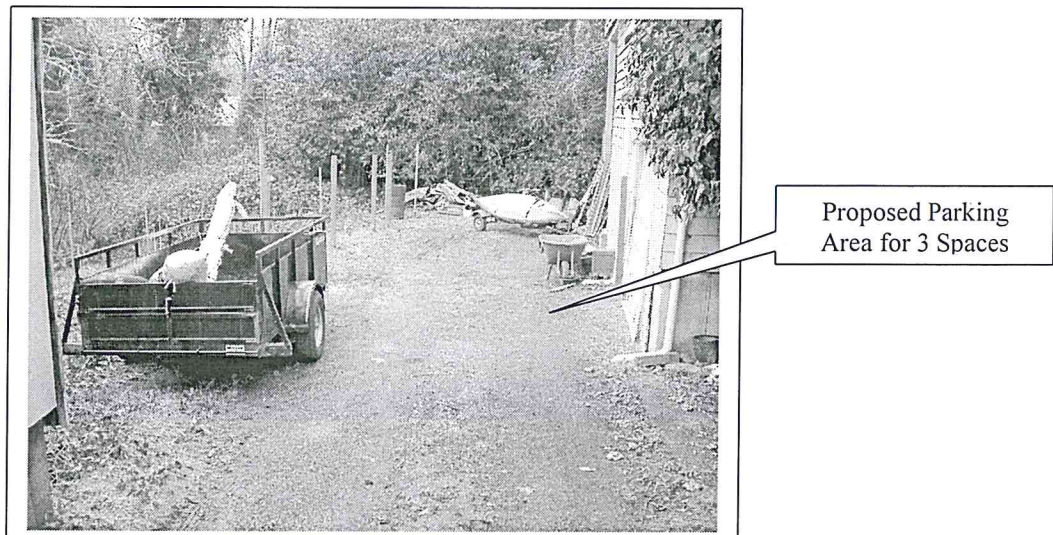
*"A home with an Accessory Dwelling Unit in the R-1 Zone (Low Density Residential) shall be located on a minimum lot size of 5,000 square feet. There is no minimum lot size for other zones."*

Finding: The site is located in the R-1 Zone and requires a 5,000 square foot lot. The site is 7,457 square feet. The house is 2548 square feet.

- G. Section 3.020.B.7 concerning off-street parking requirements for an ADU states that:

*"In addition to the two spaces required for the primary unit, the Accessory Dwelling Unit shall have one additional off-street parking space."*

Finding: The dwelling has a single car garage as well as area for several cars on the south side of the house. The applicant proposes to create additional parking on the southeast portion of the lot that is currently covered with blackberry bushes. The driveway could accommodate at least two more vehicles on site. With the conditions noted, there is ample off-street parking.



- H. Section 3.020.B.8 concerning age of home for an ADU states that:

*"An Accessory Dwelling Unit may be allowed in homes originally constructed a minimum of 50 years prior to the application for the Accessory Dwelling Unit."*

Finding: The structure was built in 1921 and is 94 years old.

- I. Section 2.025(7) allows "Accessory Dwelling Unit" as a Conditional Use in the R-1 Zone, in accordance with Article 11 concerning Conditional Uses.

Finding: The proposed use is classified as an ADU and is being reviewed as a Conditional Use.

- J. Section 2.050(9) states that *"Only one Conditional Use listed in Section 2.025 shall be allowed in conjunction with other uses allowed as Outright under Section 2.020 or Conditional under Section 2.025."*

Finding: The structure is used as a single-family dwelling. No other uses have been proposed or approved for this structure. The ADU would be the only Conditional Use allowed at this location.

- K. 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.

Comprehensive Plan Section CP.220(5) states that *"Low and moderate income housing should be encouraged throughout the City, and should not be concentrated in one area."*

Comprehensive Plan Section CP.220(6) 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 only. It is an R-1 Zone and does not allow duplexes. An ADU allows utilization of excess space in a home to be used as a dwelling unit while retaining the single-family character of the structure and neighborhood. The small nature of the basement unit creates an affordable living unit in the single-family neighborhood. The amount of traffic would be nominal and would not be different than what has occurred at this location. The outward appearance and primary use of the structure would be single-family residential. With the owner occupancy requirement, the owner would monitor and maintain a quiet atmosphere. The proposed use complies with this policy.

- L. Section 11.030(A) requires that *"before a conditional use is approved, findings will be made that the use (except housing development) 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."*

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 11.030(B) states that *"Housing developments will comply only with standards 2, 3, and 4 above."*

Finding: The proposed use is for housing and therefore Sections 1 & 5 do not apply.

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 parking is accessed via a driveway off of 16<sup>th</sup> Street (above Williamsport Road) between two adjacent houses. There is adequate space for three parking spaces on the south side of the house, especially if the space on the southeast corner is improved. The use would not overburden the existing street system, as it is a heavily used arterial street. The site is close to public transportation.

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.

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

Finding: No new construction is proposed. The site is adequate for both the single-family residence and the use of an ADU. The lot is steep with a drop off to the southwest. No additional exterior site work is proposed or required. Although the site is part of a preexisting landslide, there is no evidence of damage to the house which was built in 1921.

V. CONCLUSIONS AND RECOMMENDATIONS

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

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

Staff recommends approval of the request based on the findings of fact above with the following conditions:

1. The applicant shall submit a draft covenant or deed restriction with the language noted on Page 5 of the Staff report to the Planner for review and approval. The covenant or deed shall subsequently be recorded with the County and a copy sent to the Planner prior to occupancy of the ADU.
2. The applicant shall maintain three parking spaces on site.
3. 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

DEC 22 2014

BUILDING CODES

No. CU 14-16

Fee: \$250.00

PD  
cc  
12-22-14

CONDITIONAL USE APPLICATION

Property Address: 1555 Niagara

Lot Block Subdivision

Map 17AB Tax Lot 3900 Zone R-1

Applicant Name: Angela Cosby

Mailing Address: 1555 Niagara, Astoria

Phone: 503-741-1848<sup>3</sup> Business Phone: 503-298-2460 Email: acosby@astoria.or.us

Property Owner's Name: same

Mailing Address:

Business Name (if applicable):

Signature of Applicant: *Angela Cosby* Date: 12/21/2014

Signature of Property Owner: *Angela Cosby* Date: 12/21/2014

Existing Use: SFD

Proposed Use: SFD with accessory dwelling unit in basement *to establish an ADU in bsmt of existing SFD*

Square Footage of Building/Site: Site: 7,457 sqft Bldg: 1,310 main floor; 1,238 basement

Proposed Off-Street Parking Spaces: 1 garage + 3 back driveway = 4 total

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

For office use only:

Application Complete:	Permit Info Into D-Base:	12-22-14
Labels Prepared:	Tentative APC Meeting Date:	1-27-15
120 Days:		

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

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

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

ADU's are associated with existing residences that are over 50 years old that can be remodeled to accommodate an additional living space. The existing dwelling is located on a larger than standard sized lot allowing for additional useable space for the tenants. The current owner is single and only occupies the main floor of the dwelling other than utility use of the basement area.

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- 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.

The site has a driveway access from 16th Street to the rear yard with ample off-street parking for the main dwelling and the proposed ADU. Sidewalks in neighborhood; pedestrian access from both Niagara and 16th; residential refuse collection existing

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

Dwelling served by City water/sewer; addition unit would not overburden utilities. As with all additional uses, there would be potential incremental increases to fire and police protection services.

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

No exterior construction proposed. Site is within a known geologic hazard area but there would be no work other than interior remodel of the basement.

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

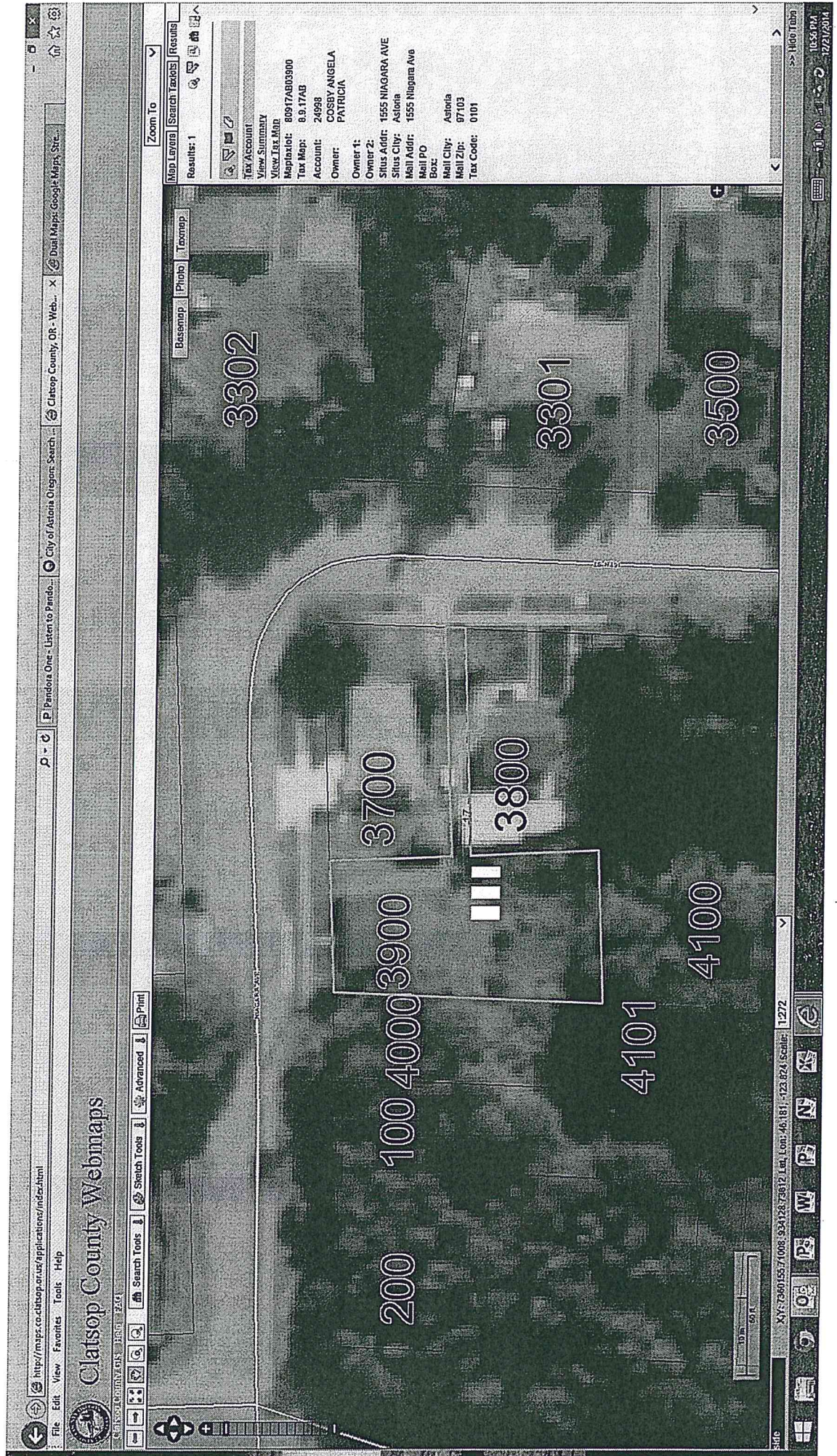
Site is landscaped.

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1 parking space in the garage and 3 additional parking spaces in the back driveway





# Memorandum

**Date:** January 22, 2015  
**To:** City of Astoria Planning Commission  
**cc:** Brett Estes and Rosemary Johnson, City of Astoria Community Development Department  
**From:** Matt Hastie and Shayna Rehberg  
**Re:** Draft Bridge Vista Area Amendments #2 (Task 9.2) <sup>1</sup>

---

## A. INTRODUCTION/OVERVIEW

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

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

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

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

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



- Encourage new development along the Columbia River to improve and celebrate the River Trail and provide visual and periodic physical access to the water.
- Improve physical connections to adjacent neighborhoods.
- Use setbacks, stepbacks and other measures to ensure an open feel and continued visual access to the river.
- Work with property owners, including those with existing leases to maximize open areas over the water.
- Change zoning of area west of 2<sup>nd</sup> Street from Tourist Commercial to other commercial zone.
- Expand (Uniontown) design overlay for the historic district to accentuate the historic area (north of US 30) and create a more prominent gateway for the urban core.

The Vision Plan also notes that “This area is an appropriate location for new overwater development, should it occur. However, specific areas should remain open to preserve broad view of the river.”

This memorandum presents a complete set of draft code concepts and potential amendments and combines and updates three previous drafts of recommended policy and code amendments for the Bridge Vista area. This updated, combined set of potential code amendments is referred to as **Amendments #2**. The earlier three sets of draft amendments and concepts were originally briefly outlined in a memo titled Draft Bridge Vista Area Amendments #1A Memorandum, dated October 27, 2014. More detailed, individual sets of amendments were presented in the same memo and in two subsequent memos - Amendments #1B Memorandum (dated November 18, 2014) and the Amendments #1C Memorandum (dated December 11, 2014). Each set of amendments and amendments concepts was reviewed at meetings of a Project Management Team (PMT)/Project Advisory Team (PAT) and during work sessions with the Astoria Planning Commission (APC). A complete set of code amendments and concepts also was reviewed at a Town Hall meeting on January 6, 2015.

The three sets of amendments and amendment concepts underwent minor to moderate revisions following that review process. All three sets are presented in this memorandum and are organized as follows:

**B. Comprehensive Plan Policies**

**C. Visual and Physical Access to the River (Overwater Development)**

1. Visual Access
2. Physical Access

**D. View-Related Development Standards (On-Land Development)**

1. Height
2. Setbacks
3. Stepbacks

**E. Rezoning, Use Regulations, and Associated Development Regulations**

1. Rezoning
2. Uses Permitted in Existing Zones

3. **Uses Permitted in a New Pedestrian-Oriented Zone**
4. **Uses Permitted in an Amended C-2 Zone or a New Commercial Zone**
5. **Development Standards**

**F. Design Guidelines and Standards**

1. **Industrial and Commercial Uses**
2. **Building Style Form**
3. **Roof Form and Materials**
4. **Doors**
5. **Windows**
6. **Siding and Wall Treatment**
7. **Awnings**
8. **Lighting**
9. **Signs**

**G. Setbacks**

1. **Minimum Setbacks**
2. **Maximum Setbacks**

**H. Landscaping**

1. **River Side/Riparian Standards**
2. **Land Side/Upland Standards**
3. **Street Trees**

**I. Off-Street Parking**

**J. Applicability and Implementation**

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



**Figure 1: Bridge Vista Area**

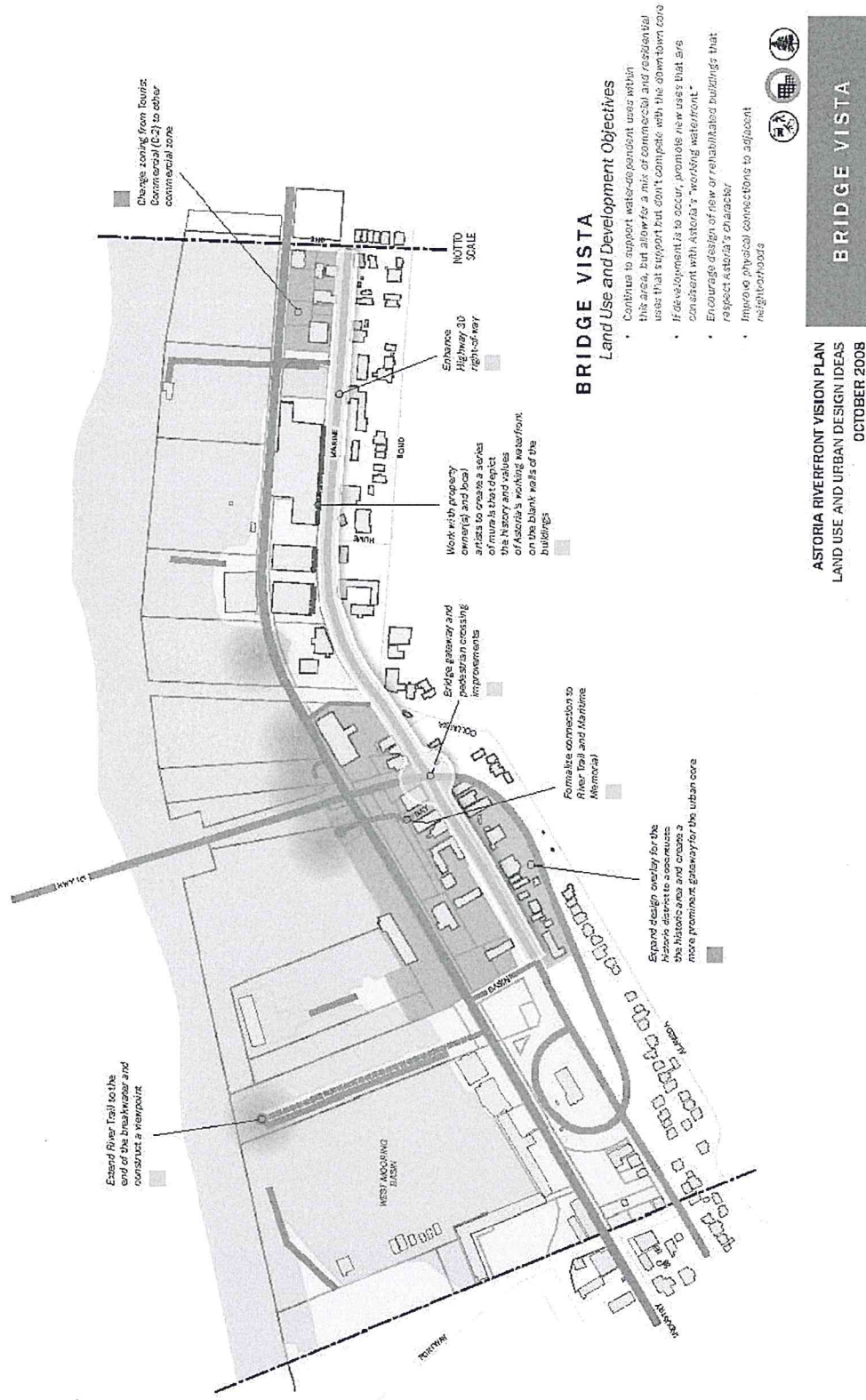
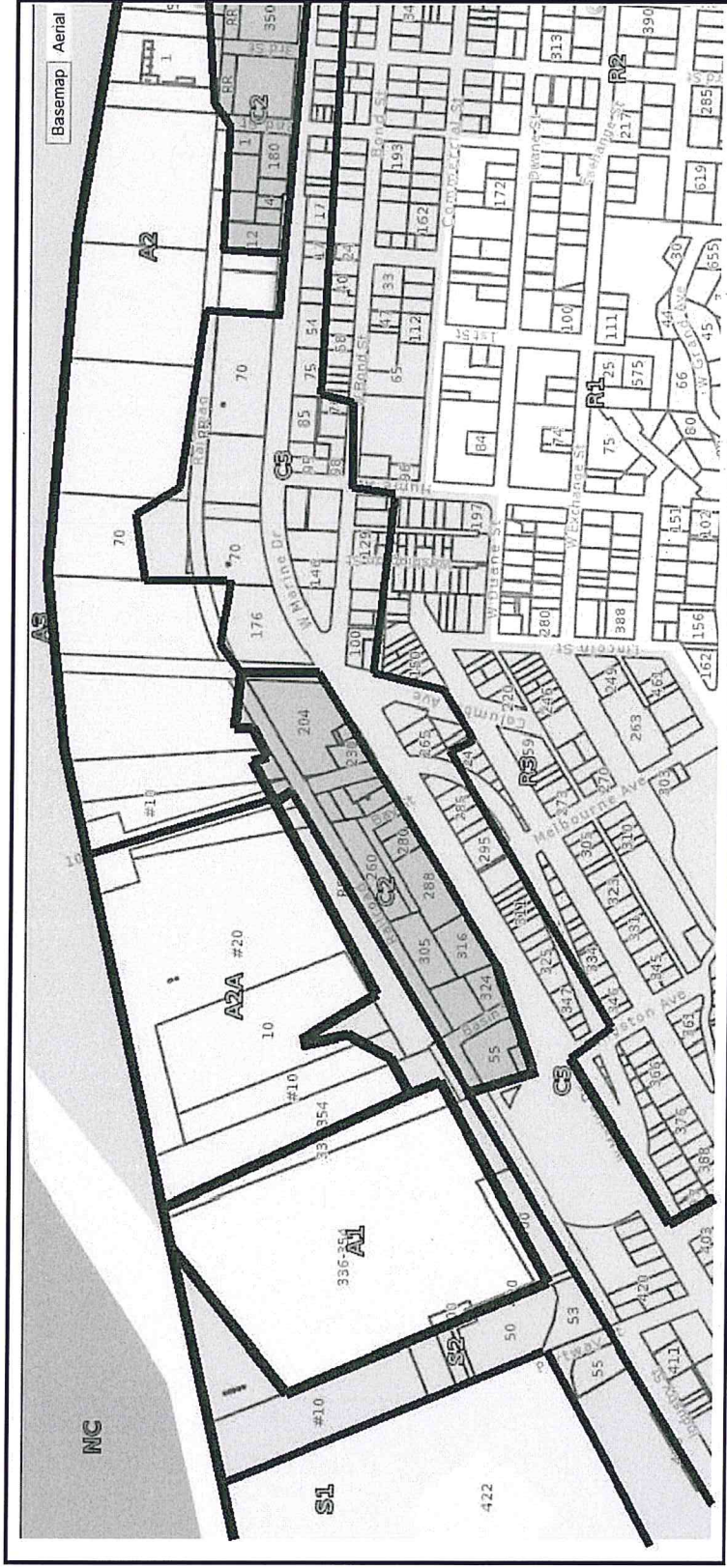


Figure 2: Zoning in the Bridge Vista Area





## B. COMPREHENSIVE PLAN POLICIES

The Bridge Vista area includes A-1, A2, A2A, C-2, C-3, and S2 zoning designations. These zoning designations correspond to the Comprehensive Plan designations Development Aquatic and Development Shoreland. The descriptions for these designations in the Comprehensive Plan have been reviewed for consistency with Riverfront Vision Plan objectives.

Minor amendments to descriptions of City of Astoria Comprehensive Plan designations will help ensure consistency with Riverfront Vision Plan objectives.

**Recommendation:** The following minor amendments are recommended in order to better reflect objectives from the Plan. Recommended amendments are shown in underlined text, and are based on the recommendations from the Amendments #1A Memorandum.

### ***CP.140 Columbia River Estuary Aquatic and Shoreland Designations***

#### *C. Development Aquatic.*

*Development Aquatic areas are designated to provide for navigation and other identified needs for public, commercial, and industrial water-dependent uses. The objective of the Development Aquatic designation is to ensure optimum utilization of appropriate aquatic areas by providing for intensive development. Such areas include deepwater adjacent to or near the shoreline, navigation channels, sub-tidal areas for in-water disposal of dredged material, areas of minimal biological significance needed for uses requiring alteration of the estuary, and areas that are not in Conservation or Natural designations. In some cases, protection of scenic vistas of the Columbia River also may be an important planning objective, consistent with the City's Riverfront Vision Plan. These areas are in the Aquatic One Development Zone (A-1), the Aquatic Two Development Zone (A-2), the Aquatic Two-A Development Zone (A-2A).*

[...]

#### *E. Development Shoreland.*

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

### ***CP.165.F.4 Port of Astoria Sub-Area – Shoreland Designations***

#### *F. Aquatic and Shoreland Designations*

*4. All shorelands are designated Water-Dependent Development, except those south of the railroad right-of-way in a Development designation, and those north of the railroad right-of-way lying east of the mooring basin and west of the Astoria-Megler Bridge, also in a Development designation.*

No amendments are recommended to this policy as the suggested changes to allowed uses for these zones in the Bridge Vista area continue to allow for or promote water-dependent uses.

### ***CP.185 Regional Shoreland and Estuary Policies***

#### *O. Residential, Commercial and Industrial Development Policies.*

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

No amendments are recommended to this policy as the suggested changes to allowed uses for these zones in the Bridge Vista area continue to allow for or promote water-dependent uses and the goals identified in the Riverfront Vision Plan also are consistent. However, this policy provides a basic definition of industrial and commercial uses which has been used to identify varying standards for those types of uses, including proposed design and development standards.

### ***CP.210 Economic Development Recommendations***

*1. The City should reevaluate its Plan and zoning designation for its waterfront in light of the decline of the fishing industry. The reevaluation should focus on the waterfront's potential for tourist oriented development. Plan policies and implementing measures should be developed to encourage and promote tourist oriented development of the waterfront. Possible rezonings should include the A-1 area between 6th and 10th Streets, and in the vicinity of the former Samuel Elmore Cannery between Columbia Avenue and 1st Street.*

This policy appears to be in conflict with public and Planning Commission discussion regarding the types and scale of uses desirable over water in the Bridge Vista area. No specific proposed amendments to this policy have been identified yet but staff recommends Planning Commission discussion of possible amendments to this policy.

## **C. VISUAL AND PHYSICAL ACCESS TO THE RIVER (OVERWATER DEVELOPMENT)**

As stated in the Riverfront Vision Plan, existing land use in the Bridge Vista area consists mainly of industrial and water-dependent uses that complement the adjacent Port of Astoria. The Plan also states that future overwater development may be somewhat limited by existing development or upland uses, but the Bridge Vista area is an appropriate location for new overwater development, particularly as compared to other areas addressed by the Riverfront Vision Plan. At the same time, the Riverfront Vision Plan calls for preserving "broad views of the river" in specific parts of the Bridge Vista area. The Plan also calls for access to the river as part of private development in the Bridge Vista area.

The following sections address protecting specific views and providing access to the river. Recommendations for amendments and standards to apply to overwater development in the Bridge Vista area are based on the recommendations from the Amendments #1A Memorandum and feedback from the Project Management Team (PMT), Astoria Planning Commission (APC), and community members at meetings on October 28, 2014 and at the January 6, 2015 Town Hall meeting.



## 1. Visual Access

The Riverfront Vision Plan notes that “specific areas should remain open to preserve broad view of the river.” Such areas include those with prominent views of the Astoria-Megler Bridge and the portion of the river near 2<sup>nd</sup> Street.

**Recommendation:** The project team recommends that visual access in the Bridge Vista area be protected through overwater development standards for specified sub-areas. These development provisions should address a combination of standards regarding the height, distance from shore, size, width, and spacing of overwater structures. While most of the Bridge Vista area is appropriate for some type of possible, future overwater development, specific sub-areas (“limitation areas”) have been identified for protection of scenic views in the Bridge Vista Area. A single option for limitation areas was presented in the Amendments #1A Memorandum. Three sets of options for these limitation areas were subsequently developed following the October 28 APC meeting and January 6 Town Hall meeting, and are presented below in Figures 3, 4, and 5.

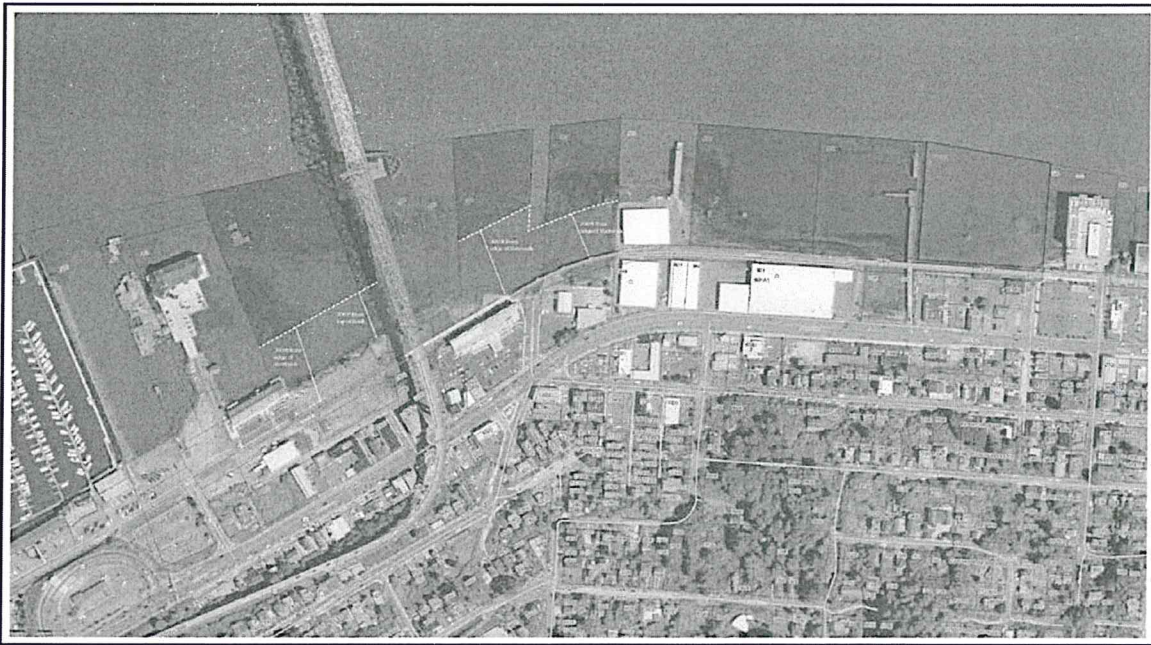
**Figure 3: Potential “Limitation Areas” for Overwater Development – Option A**



**Figure 4: Potential “Limitation Areas” for Overwater Development – Option B**



**Figure 5: Potential “Limitation Areas” for Overwater Development – Option C**



**Question for the Planning Commission: What is your preferred option for areas in which overwater development would be limited?**



Draft overwater development standards that are similar to those created for the Civic Greenway Overlay Zone were presented in the Amendments #1A Memorandum and are recommended for the overwater areas in the Bridge Vista area. Similar to overwater development standards that were prepared for the Civic Greenway area, standards would vary between “limitation areas” and other portions of the Bridge Vista area. In the limitation areas, the height of structures would be limited to the height of the adjacent bank (with the exception of railings). In other areas, structures could be as tall as 35 feet, with limits on their individual and overall width, as well as required spacing between structures. Visualizations of possible levels of development, generally consistent with the suggested standards, were prepared for and reviewed at the Town Hall meeting.

**Recommendation:** Recommended overwater development standards are presented below. No changes to proposed overwater building height, size, or spacing standards have been recommended at this time. The potential location of overwater structures higher than bank height has been revisited as illustrated in Figures 3, 4 and 5 and guidance on a preferred option is requested from the APC.

### STANDARDS FOR OVERWATER DEVELOPMENT.

*The following development standards apply to overwater development and to on-land development north of the River Trail / 50' wide railroad line property in the Bridge Vista Overlay Zone in areas shown in Figure \_\_\_\_\_. In the event of a conflict between this Section and other Sections of the Astoria Development Code, this Section shall control.*

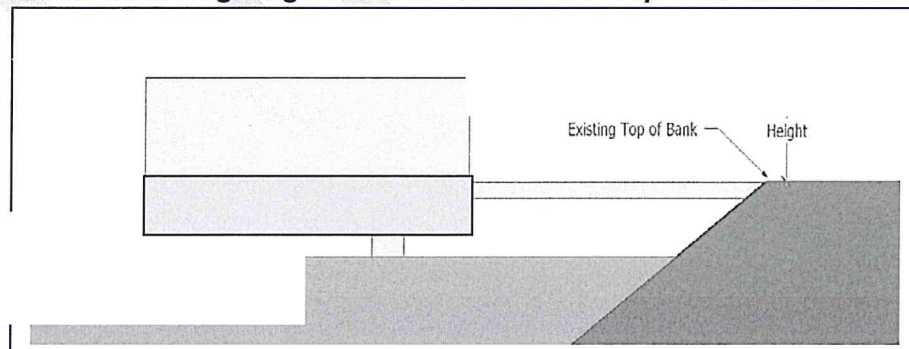
*Maintenance, repair, or restoration of buildings existing prior to 2013 shall be exempt from the standards of this Section \_\_\_\_\_. Additions valued at 25% [of the assessed value of the structure and/or new construction on these buildings shall be subject to these standards.*

#### A. Distance from Shoreline and Height.

1. *Structures Less than approximately 200' From Shoreline or 300' From North Edge of River Trail Right-of-Way within Designated Limitation Areas (Figure \_\_\_\_).*

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

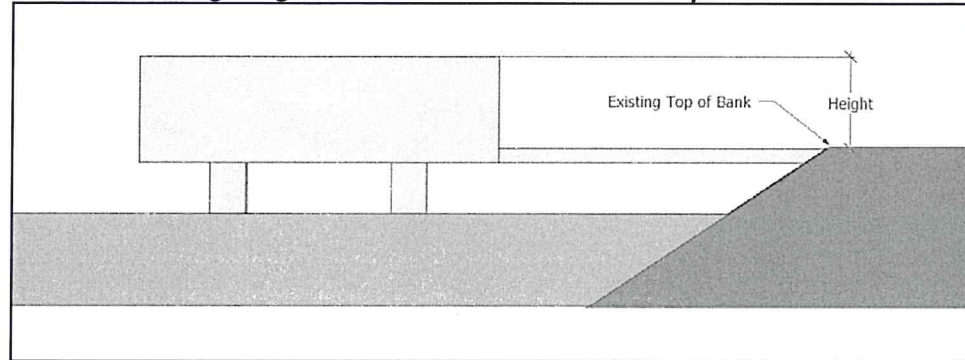
**Figure \_\_\_\_: Maximum Building Height within Overwater Development Limitation Areas**



2. *Structures Outside Overwater Development Limitation Areas (Figure \_\_\_\_).*

*The maximum height shall be 35' from the top of the existing adjacent riverbank. No variance may be granted for an exception to this height limitation.*

**Figure \_ : Maximum Building Height Outside of Overwater Development Limitation Areas**



**B. Size.**

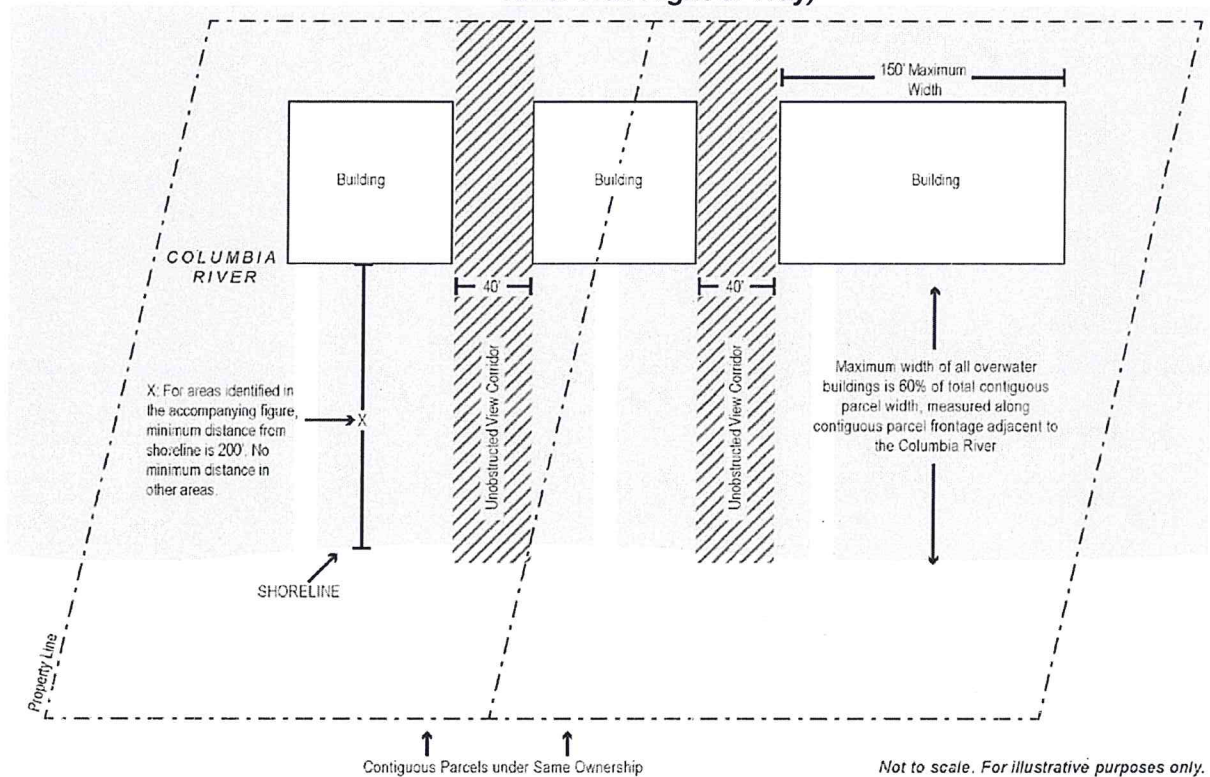
1. Structures within overwater development Limitation Area (Figure \_). The maximum gross floor area of enclosed structures is 4,000 square feet.
2. Structures outside of overwater development Limitation Areas (Figure \_). There shall be no maximum gross floor area for buildings located in these areas.

**C. Width and Spacing.**

1. The maximum width of an individual overwater building shall be a maximum 60% of the total parcel width (measured along the parcel frontage adjacent to the Columbia River shoreline) or 150', whichever is less.
2. The maximum combined width of all overwater buildings located on a contiguous set of parcels under the same ownership shall be a maximum of 60% of the total width of the combined parcels (measured along the parcel frontage adjacent to the Columbia River shoreline) with no individual building exceeding 150' in width.
3. There shall be a minimum 40' wide, unobstructed view corridor separation between buildings.



**Figure \_ : Maximum Building Width (200'+ From Shoreline or 300'+ From North Edge of River Trail Right-of-Way)**



**Questions for the Planning Commission:** Should the maximum width of an individual overwater building be kept 150 feet (measured along the parcel frontage adjacent to the Columbia River shoreline)? Should the maximum combined width of buildings adjacent to upland properties with contiguous ownership be a maximum 60% of the total combined parcel width?

## 2. Physical Access

The Amendments #1A Memorandum proposed design options, pier and walkway dimensions, hours of access, and maintenance responsibility code provisions in order to implement the Riverfront Vision Plan objective to provide “periodic physical access to the River.” No modifications to these suggested requirements have been identified as a result of APC work sessions and the Town Hall meeting.

**Recommendation:** The project team recommends adopting the code provisions for physical access to the Columbia River in the Bridge Vista area that were vetted through Phase 1 for the Civic Greenway area and through review of Amendments #1A at PMT and APC meetings. The proposed code provisions are presented below.

\_\_\_\_. STANDARDS FOR OVERWATER DEVELOPMENT.

[...]

D. Access to the Columbia River.

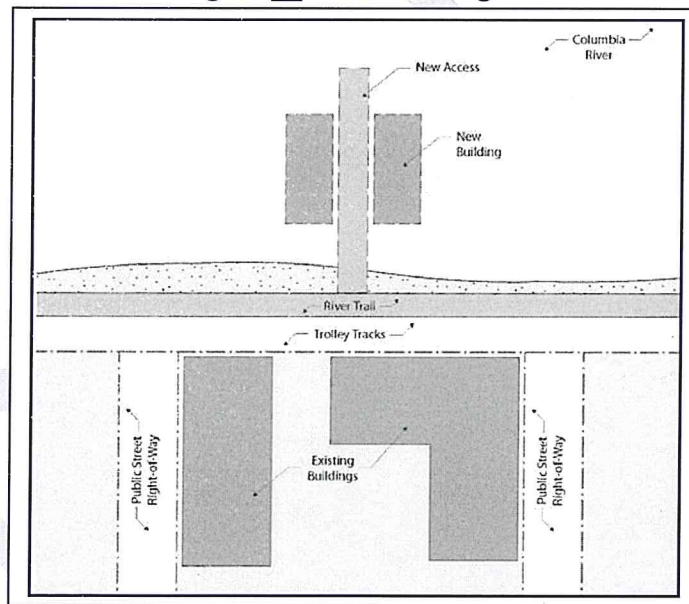
*Access to the River shall be provided using piers and/or walkways as part of new construction and major renovations to structures constructed after the year 2013, where major renovation is defined as construction and alterations only to building exteriors valued at 75% or more of the assessed value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

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

1. Access Design A - "Mid-Site Access"

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

**Figure \_\_: Access Design A**

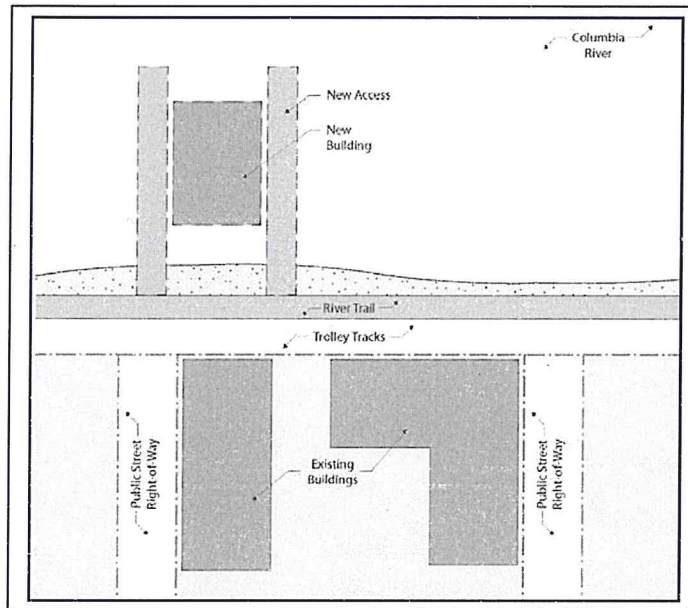




2. *Access Design B - "Viewpoints".*

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

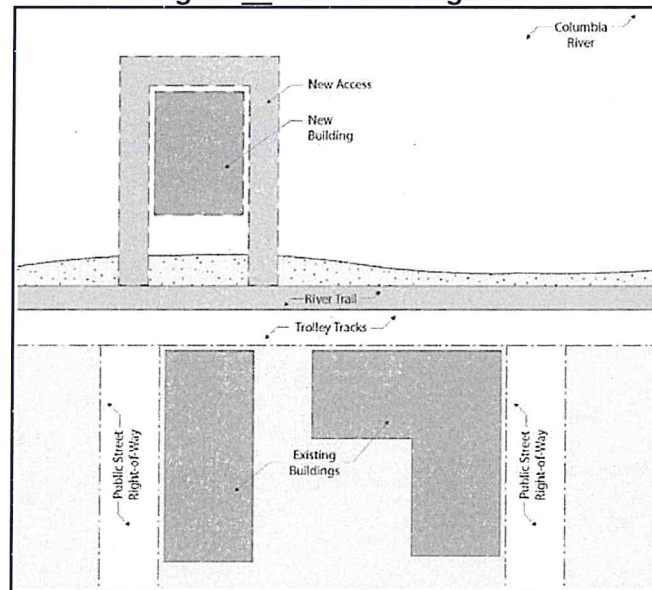
**Figure \_\_: Access Design B**



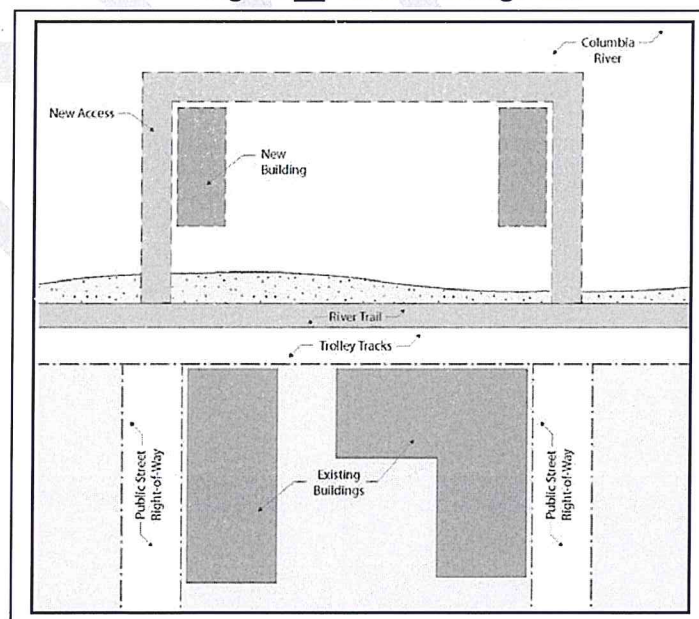
## 3. Access Design C – “Trail Extension”.

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

**Figure \_\_: Access Design C.1**



**Figure \_\_: Access Design C.2**





4. *Pier and Walkway Width.*

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

5. *Pier and Walkway Length.*

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

6. *Hours of Access.*

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

7. *Maintenance Responsibility.*

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

#### **D. VIEW-RELATED DEVELOPMENT STANDARDS (ON-LAND DEVELOPMENT)**

Proposed code provisions regarding building height, setbacks, and stepbacks on land will work in conjunction with the overwater development regulations proposed in the previous section to address objectives to “improve and celebrate the River Trail” and “ensure an open feel and continued visual access to the river” from the Riverfront Vision Plan. The following proposed code provisions

##### **1. Height**

As was discussed in the Amendments #1A Memorandum, existing height regulations in the Bridge Vista area are established in the base zones. Height regulations in on-land base zones in the Bridge Vista area are generally 45 feet maximum height.

The memorandum also discussed how existing height provisions could be slightly modified to improve conditions for providing openness and views in the Bridge Vista area, as in establishing a base maximum height for the area and then allowing for building height above that if the building is stepped back or for existing City height exceptions (Section 3.075).

**Recommendation:** The project team recommends adopting on-land building height provisions similar to those in Civic Greenway Overlay Zone but scaled to the Bridge Vista area, based on findings from height and massing studies from the Riverfront Vision Plan process. Proposed language is presented below and has not been significantly changed from language presented in the Amendments #1A Memorandum.

#### **\_\_\_\_. STANDARDS FOR ON-LAND DEVELOPMENT.**

*The following development standards apply to on-land development in the [Bridge Vista Overlay Zone] south of the River Trail / 50' wide railroad line property. In the event of a conflict between this Section and other Sections of the Astoria Development Code, this Section shall control.*

A. Height.

1. *Maximum building height is 35 feet except as noted in subsection (2) of this section.*
2. *Building height up to 45 feet is permitted when building stories above 24 feet are stepped back at least 10 feet in accordance with Section \_\_\_\_ [stepback section].*
3. *Exceptions to building height restrictions may be granted through provisions in Section 3.075.*

**2. Setbacks**

Given basically no existing setback requirements in the on-land base zones in the Bridge Vista area, the Riverfront Vision Plan included images and concepts of setbacks for on-land development along the River Trail in the Bridge Vista area.

The Riverfront Vision Plan also identified setbacks along rights-of-way as a strategy for protecting views in the Bridge Vista area.

**Recommendation:** The project team recommends adopting setback provisions for on-land development in the Bridge Vista area that combine right-of-way setbacks from the Civic Greenway Overlay Zone and new setbacks for land adjacent to the River Trail based on building setback illustrations and massing studies for the Bridge Vista area from the Riverfront Vision Plan. These new setback standards should establish minimum setback dimensions, as well as amenities to be provided within the setback. Proposed language is presented below. There have been no significant changes made to the proposed language since it was initially presented in the Amendments #1A Memorandum.

STANDARDS FOR ON-LAND DEVELOPMENT.

[...]

B. Setbacks.

1. *A minimum view corridor width of 70 feet, centered on the right-of-way centerline, shall be provided on north-south rights-of-way between West Marine Drive and the Columbia River. Buildings shall be set back in order to achieve the 70-foot view corridor.*
2. *Setbacks Adjacent to the River Trail.*
  - a. *The minimum setback adjacent to the River Trail shall be 10 feet on the south side of the trail and 20 feet on the north side of the trail.*



- b. The setback area shall be landscaped or shall include a combination of landscaping and pedestrian-oriented amenities such as walkways, seating, and plaza space.*

### **3. Stepbacks**

Stepbacks are another code-related strategy identified in the Riverfront Vision Plan for protecting views and enhancing the River Trail.

**Recommendation:** The project team recommends that building stepbacks be adopted in the Bridge Vista area similar to those in the Civic Greenway Overlay Zone in order to create more openness above two stories along streets and the River Trail. Proposed language is presented below. There have been no significant changes made to the proposed language since it was initially presented in the Amendments #1A Memorandum.

#### STANDARDS FOR ON-LAND DEVELOPMENT.

[...]

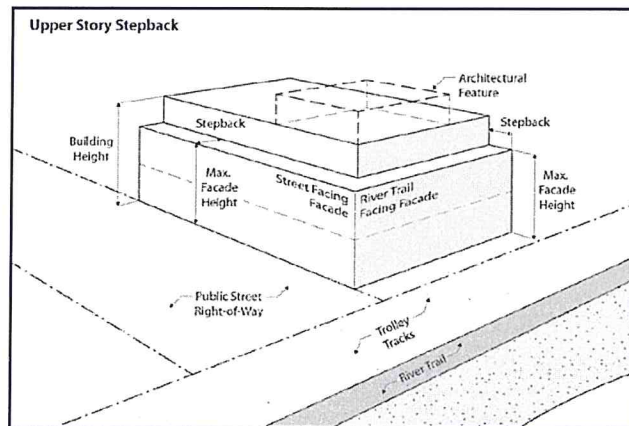
#### **C. Stepbacks.**

##### **1. Purpose.**

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

##### **2. Additional Building Height.**

*Where the height of a building or building addition is proposed to exceed 24 feet, at least that portion of the building exceeding 24 feet, shall provide a stepback of at least 10 feet from the front plane of the proposed building or building addition that faces the street or the River Trail.*

**Figure \_\_\_\_: Building Stepbacks**

## **E. REZONING, USE REGULATIONS, AND ASSOCIATED DEVELOPMENT REGULATIONS**

The Riverfront Vision Plan calls for supporting water-dependent uses within the Bridge Vista area and allowing for a mix of commercial and residential uses that complement the downtown core. These elements of the vision has been translated into a series of recommendations regarding use regulations in the primary aquatic, shoreland, and commercial zones in the Bridge Vista area-- the A-2, A-2A, S-2, C-2, and C-3 zones. Concepts of draft amendments of use regulations in these zones, as well as expansion of existing S-2 zoning, a new pedestrian-oriented zone, and building size limits, were initially presented in the Amendments #1B Memorandum, then were discussed at the PMT meeting and APC work session on November 25, 2014 and at the Town Hall meeting on January 6, 2015. These amendments concepts are presented in the following sections, largely unchanged from the Amendments #1B Memorandum but with additional options for re-zoning in the Bridge Vista area and discussion questions regarding use regulations in the aquatic zones in the Bridge Vista area.

### **1. Rezoning**

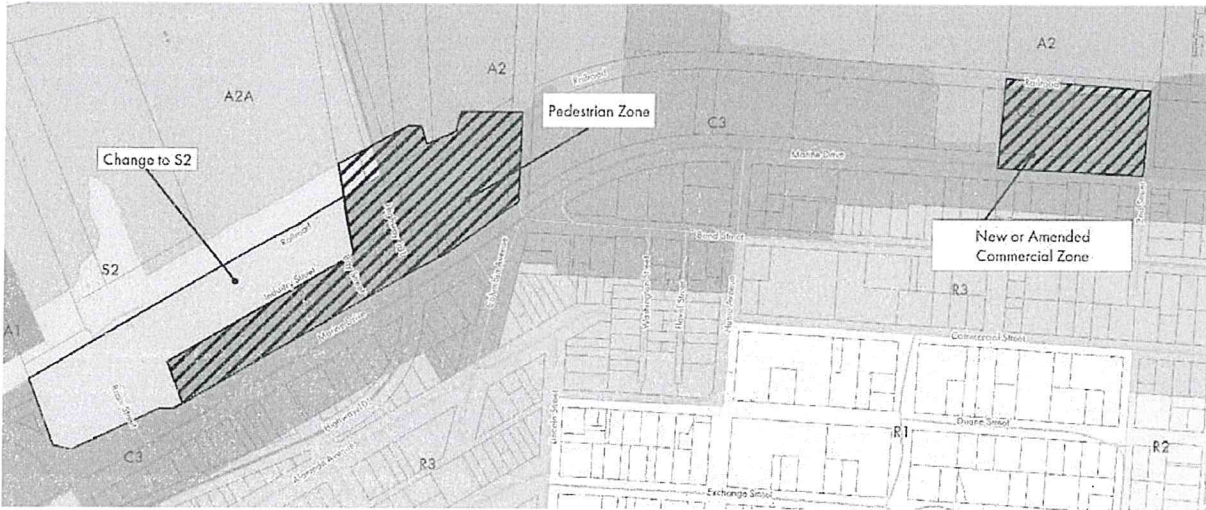
The City's proposal for supporting Riverfront Vision Plan objectives in the Bridge Vista area involves the rezoning concepts that are illustrated as Options 1 and 2 in Figures 6 and 7 and are outlined below.

- Extend existing General Development Shorelands (S-2) zoning east around the West Mooring Basin to areas of existing Tourist Commercial (C-2) zoning.
- Convert most of the existing C-2 zoning around the bridge to a new pedestrian-oriented zone.
- Convert C-2 zoning between 1<sup>st</sup> Street and 2<sup>nd</sup> Street to a new or amended commercial zone.

**Question for the Planning Commission: Which rezoning option (Option 1 or Option 2) do you prefer?**

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



**Figure 6: Rezoning Option 1****Figure 7: Rezoning Option 2**

## 2. Uses Permitted in Existing Zones

As discussed in the Amendments #1B Memorandum, water-dependent and water-related uses that are currently permitted in the A-1, A-2, A-2A, and S-2 zones (e.g., water-dependent commercial and industrial uses, docks and marinas, boat building and repair, navigational structures or aides) appear to be sufficient to support and protect the “working waterfront” character in Astoria and the Bridge Vista area. The following recommendations address uses that have been determined to not necessarily be compatible with the visitor-oriented uses and the working waterfront uses in the area. The recommendations are largely unchanged from the Amendments #1B Memorandum, however, a section on review of non-water-dependent and non-water-related uses in the aquatic uses has been added. A list of all uses permitted outright or conditionally is found in Attachment

**Recommendation:** The following use regulations are recommended in the Bridge Vista area in the A-2, A-2A, S-2, and C-3 zones.

- Terminals – Do not permit fossil fuel and petroleum product terminals and facilities in the A-2 and A-2A and S-2 zones in the Bridge Vista area.
- Manufactured dwellings – Do not permit manufactured dwellings and manufactured dwelling parks in the S-2 zone in the Bridge Vista area.
- Auto-dependent uses – Do not permit auto sales and gas stations in the S-2 zone in the Bridge Vista area.
- Warehouses and wood processing – Do not permit wholesale trade/warehouses and wood processing in the S-2 zone in the Bridge Vista area.
- Residential uses – Do not permit residential uses in the A-2, A-2A or S-2 zones.
- Uses associated with water-dependent or water-related uses – Permit new eating and drinking establishments and retail uses in the A-2, A-2A or S-2 zones only if they are accessory to or associated with a water-dependent or water-related use.
- Eating and drinking establishments – Permit eating and drinking establishments outright in the C-3 zone in the Bridge Vista area, with provisions that they must provide significant visual access to the waterfront if on the river side of the River Trail.
- Non-water-dependent and non-water-related uses – Review the uses in Table 1 for whether to permit them in the aquatic zones in the Bridge Vista area

**Question for the Planning Commission:** Should any of the uses in Table 1 not be permitted in the aquatic zones in the Bridge Vista area?

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

A new pedestrian-oriented zone is envisioned in the Bridge Vista Area that is modeled after the City's existing General Commercial (C-3) zone, but with limits on auto-focused uses in order to create a stronger pedestrian orientation in this zone. Draft use regulations for the new pedestrian-oriented zone that were presented in the Amendments #1B Memorandum were supported at subsequent meetings, so the regulations recommended below reflect few changes of those from the memorandum.

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

- Auto-dependent uses – Do not permit auto-dependent uses, such as commercial or public off-street parking lots, motels, automotive sales and services, and gas stations, which are currently permitted in the C-3 zone; similar to the Civic Greenway area, allow for expansion and/or replacement of existing motel or hotel uses to avoid creation of non-conforming uses.
- Drive-through facilities – Do not permit drive-through facilities.
- Manufacturing – Permit light manufacturing uses if the use includes a retail component (e.g., a brewery or distillery with a retail element).

### 4. Uses Permitted in an Amended C-2 Zone or New Commercial Zone

Similarly, an amended C-2 zone or new commercial zone is envisioned in the Bridge Vista Area, particularly for the area currently zoned C-2 between 1<sup>st</sup> Street and 2<sup>nd</sup> Street. An amended or new zone



can also be modeled after the City's existing General Commercial (C-3) zone. This allows for many more commercial uses than are currently permitted in the existing C-2 zone, including more auto-oriented uses than proposed to be permitted in the pedestrian-oriented zone, while limiting uses to those that would be appropriate in riverfront and tourist-oriented areas.

**Recommendation:** The following use regulations are recommended in an amended C-2 zone or new commercial zone.

- Uses permitted outright – The following uses are recommended to be permitted outright.
  - Business service establishment.
  - Commercial laundry or dry cleaning establishment.
  - Commercial or public off-street parking lot.
  - Communication service establishment.
  - Eating and drinking establishment.
  - Home occupation in existing dwelling.
  - Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses.
  - Multi-family dwelling.
  - Personal service establishment.
  - Professional service establishment.
  - Public or semi-public use.
  - Repair service establishment, not including automotive, heavy equipment, or other major repair services.
  - Residential facility.
  - Retail sales establishment.
  - ~~Single-family and two-family dwelling in a new or existing structure:~~
    - ~~\* 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.~~
  - Transportation service establishment.
  - Conference Center.
  - Indoor family entertainment or recreation establishment.
- Uses permitted conditionally – The following uses are recommended to be permitted conditionally.
  - ~~Automotive sales or service establishment.~~
  - Day care center.
  - Gasoline service station.
  - Light Manufacturing if the use includes a retail component.
  - Temporary use meeting the requirements of Sections 3.24.
  -

## 5. Development Standards

Restricting very large buildings in the areas surrounding Downtown Astoria was discussed in the Amendments #1B Memorandum in terms of compatibility with the smaller standard building size in the downtown core and strengthening the pedestrian orientation of these areas. The following recommendation reflects the general nature of the initial recommendation made regarding building size.

**Recommendation:** It is recommended that the building size of on-land commercial development in the Bridge Vista area (i.e., in the S-2, C-3, and new pedestrian-oriented zones) be limited to 30,000 gross square feet.

## **F. DESIGN GUIDELINES AND STANDARDS**

A set of draft guidelines and standards concepts addressing the following design elements were initially presented in the Amendments #1C Memorandum and discussed at the APC work session on December 17, 2014.

- Building style/form
- Roof forms and materials
- Doors
- Windows
- Siding and wall treatment
- Awnings
- Lighting
- Signs

The draft proposed guidelines and standards presented in the Amendments #1C Memorandum were based in part on the design guidelines developed as the draft Storefront and Facade Grant and Loan Program in the Astor-West Urban Renewal District, which were intended to reflect the industrial working waterfront atmosphere and support economic revitalization of the area. These guidelines were, in turn, largely based on design guidelines developed for the Gateway Overlay Zone. The draft proposed guidelines and standards presented in the Amendments #1C Memorandum were also based on standards adopted for the Civic Greenway Overlay Zone, particularly those for reducing light pollution, and on consultation with the PMT.

The proposed guidelines and standards that are presented in the following sub-sections include changes made in the initial draft guidelines and standards given comments from the APC work session on December 17, 2014 and the Town Hall meeting on January 6, 2015 regarding roof materials and colors, doors, windows, siding/wall treatment, signs, landscaping, and off-street parking.

### **1. Industrial and Commercial Uses**

In a number of cases, standards or guidelines would vary for industrial and non-industrial uses. The City's Development Code currently does not include definitions of these broad use classifications. Comprehensive Plan policy 185.O includes a general description of commercial and industrial uses. The following recommendation is generally consistent with those distinctions.

**Recommendation:** For the purposes of distinguishing between uses which must comply with varying guidelines and standards, we recommend tying industrial uses to specific uses listed as allowed or conditional uses within the zones to which the design standards and guidelines are applied. The following language is proposed.



*Industrial Use.* Industrial Uses include the following as further defined in Article 1.400 of the Development Code:

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

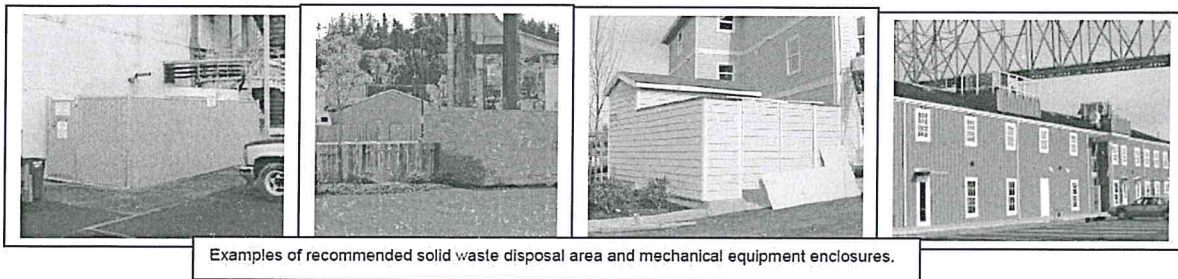
Non-Industrial Uses include all other uses associated with buildings that are allowed outright or conditionally in the S-2, A-2, A-2A, C-2 and C-3 zones.

## **2. Building Style/Form**

**Recommendation:** The following building style and form guidelines are recommended for the Bridge Vista area.

- Buildings should retain significant original characteristics of scale, massing, and building material along street facades.
- Additions to buildings should not deform or adversely affect the composition of the facade or be out of scale with the building.
- Distinctive stylistic features or examples of skilled craftsmanship should be treated with sensitivity. All buildings should be respected and recognized as products of their time.
- Mid-century “slip covers” should be removed when possible.
- Solid waste disposal, outdoor storage, and utility and mechanical equipment should be enclosed and screened from view (Figure 8). Rooftop equipment should be screened from view by a parapet wall, a screen made of a primary exterior finish building material used elsewhere on the building, or by a setback such that it is not visible from adjacent properties and rights-of-way up to approximately 100 feet away.

**Figure 8: Screening Waste Disposal, Outdoor Storage, and Utility and Mechanical Equipment**



- Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 9).

**Figure 9: Geometric Building Form Examples**



- Incompatible additions or building alterations using contemporary materials, forms, or colors on building facades are discouraged.
- Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.

### 3. Roof Forms and Materials

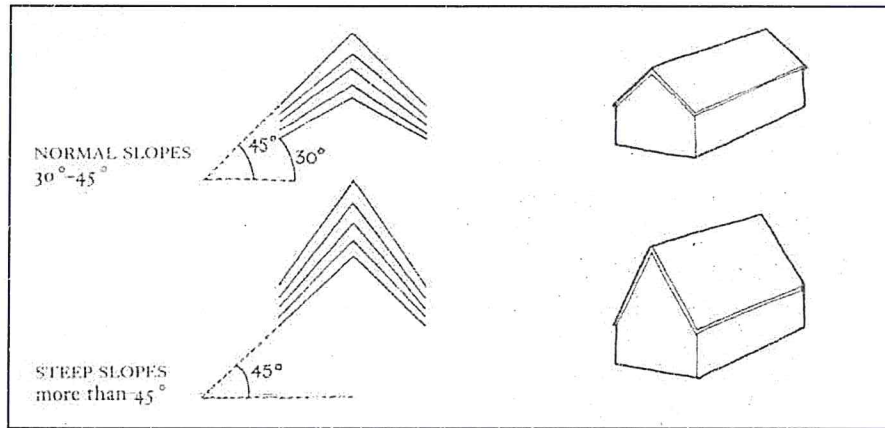
**Recommendation:** The roof form and materials standards below are recommended. They provide direction according to building type. Changes to the draft roof form and materials standards and guidelines from the Amendments #1C Memorandum include shifting the language from guidelines (“encouraged” or “discouraged”) to standards (“required” or “shall”).

- Buildings for industrial uses shall include the following roof forms :
  - Single gable with low pitch; or
  - Repetitive gable with steep pitch (Figure 10 and Figure 11); and
  - Shallow eaves (Figure 11).

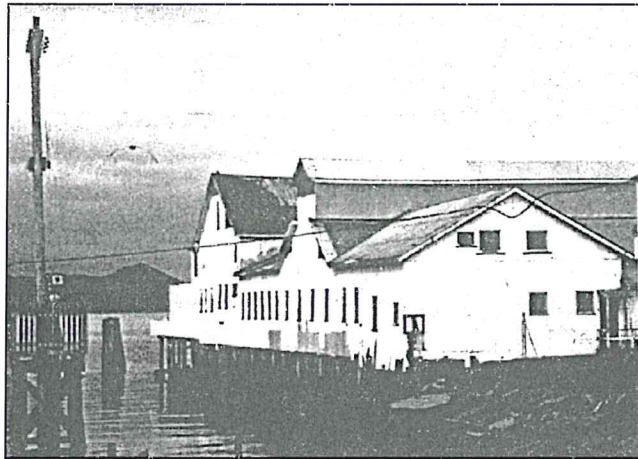


- Buildings for industrial uses may also include one or more of the following roof forms or features:
  - Small shed roof dormers
  - Monitor roof on ridge line (Figure 11)
  - Flat panel skylights or roof window

**Figure 10: Roof Pitches**



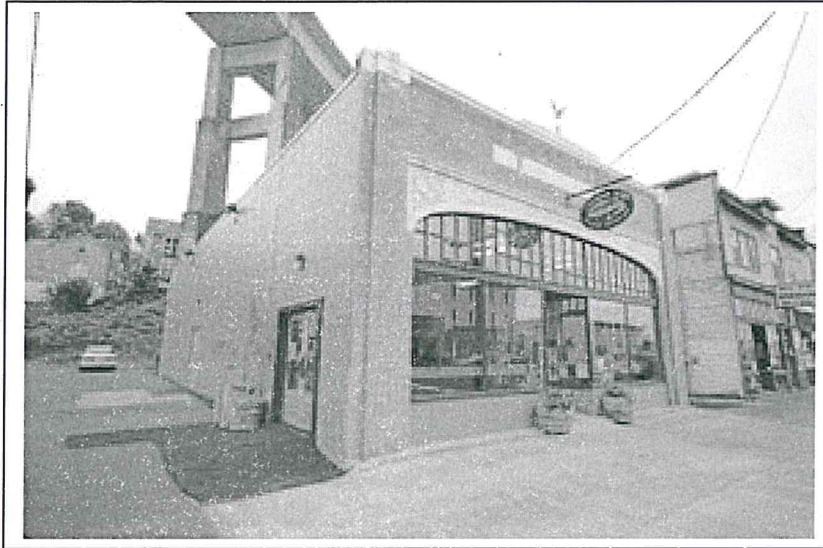
**Figure 11: Industrial Building, Multiple Gables, Monitor Roof, and Shallow Eaves**



- Buildings for non-industrial uses shall include one of the following roof forms:
  - Single gable with low pitch; or
  - Repetitive gable with steep pitch; or
  - Flat or gable roof behind parapet wall (Figure 12).
- Buildings for non-industrial uses may also include the following roof forms or features:
  - Structural skylights

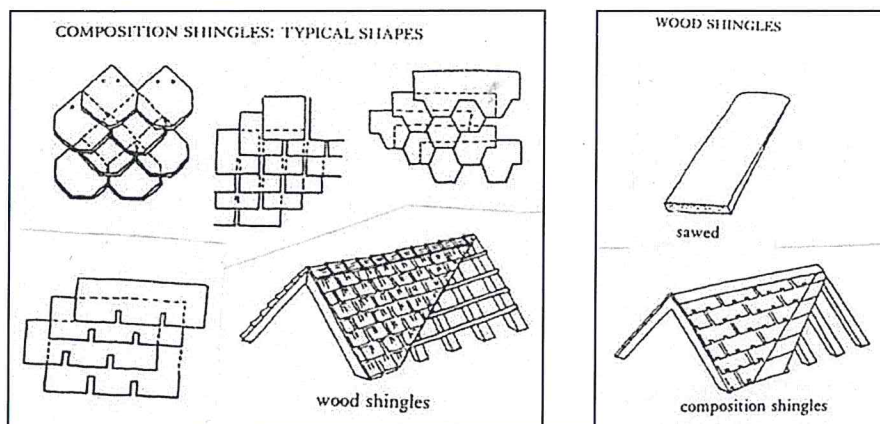
- Shallow eaves behind parapet wall

**Figure 12: Non-Industrial Building, Flat Roof Behind Parapet Wall**



- The following roof forms are prohibited:
  - False mansard or other applied forms; and
  - Dome skylights.
- Buildings shall be constructed or reconstructed with one of the following roofing materials:
  - Cedar shingle (Figure 13);
  - Composition roofing (Figure 13);
  - Built-up roofing materials, if a commercial building;
  - Galvanized corrugated metal, if an industrial building;
  - Low profile standing seam, metal roof (Figure 14), if an industrial building; or
  - Roll down, if an industrial building.

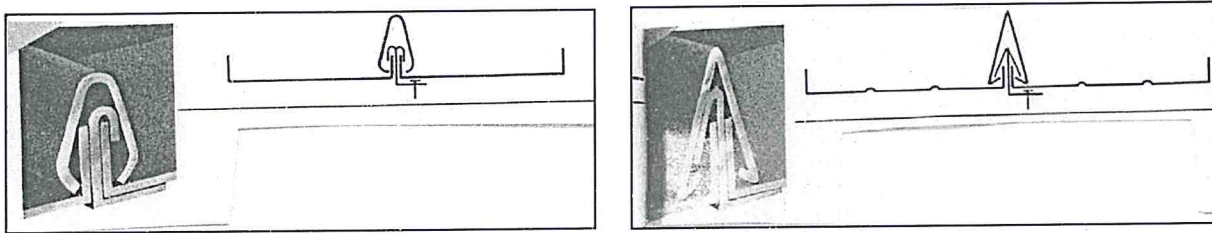
**Figure 13: Roofing Materials**





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

**Figure 14: Low ( $3/8'' \times 1''$ ) and High ( $1/4'' \times 1-1/4''$ ) Roof Seams**



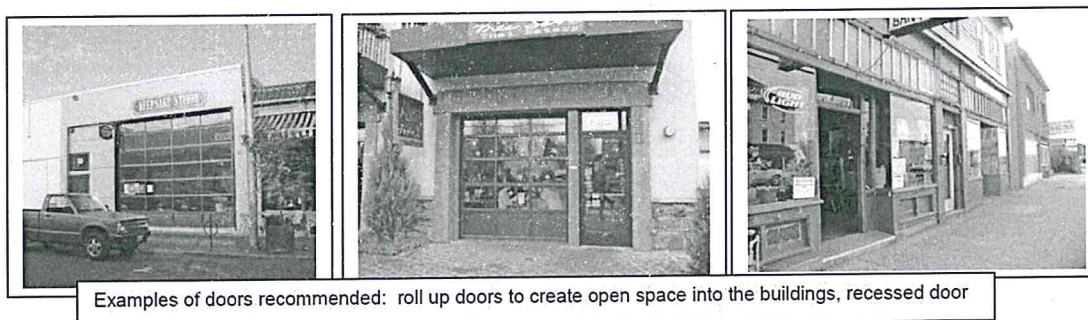
- The following roofing materials are prohibited for all types of buildings:
  - High profile standing seam metal roof (Figure 14); and
  - Brightly colored roofing material.

#### 4. Doors

**Recommendation:** Door design guidelines are presented below. Changes to the draft door guidelines from the Amendments #1C Memorandum include varying the standards by type of use and reducing the glazing for doors for industrial uses.

- Doors should be recessed for non-industrial uses when feasible (Figures 15 and 16).
- Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged (Figure 15).

**Figure 15: Roll-Up Doors and Recessed Doors**



- Doors with a minimum of 50% of the door area that is glass are required for non-industrial uses.
- Building lighting should emphasize entrances for all uses.
- Transom, side lites, or other door/window combinations are encouraged for commercial uses (Figure 16).
- Doors combined with special architectural detailing are encouraged for commercial uses.

- Double or multiple door entries are encouraged for commercial uses (Figure 16).
- Well-detailed or ornate door hardware is encouraged for non-industrial uses (Figure 16). Contemporary hardware should be compatible with the design of the door.

**Figure 16: Recessed Doors, Contemporary Door Hardware, Single/Double Doors, Side Lites, and Transom Windows**



- The following types of doors and door treatments are prohibited:
  - Solid metal or wood doors with small or no windows for non-industrial uses;
  - Automatic sliding doors;
  - Primary entry doors raised more than three feet above sidewalk level;
  - Doors flush with building facade;
  - Clear anodized aluminum frames; and
  - Reflective, opaque, or tinted glazing.

## 5. Windows

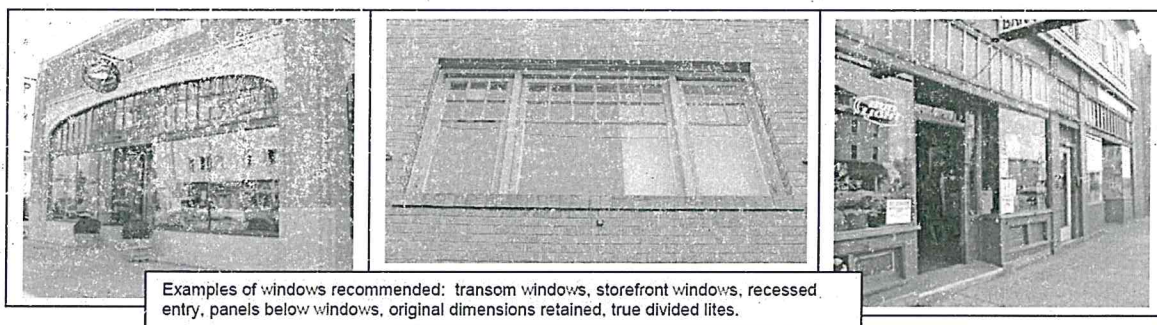
**Recommendation:** Draft window design standards and guidelines presented in the Amendments #1C Memorandum were intended to discourage blank walls, improve aesthetics, increase interaction and visual transparency between the interior and exterior of buildings, and create a more inviting environment for pedestrians. They were also written to differentiate between buildings for commercial and industrial uses, between ground floors and upper floors, and between area inside and outside of the pedestrian-oriented zone in the Bridge Vista area. The following window design standards and guidelines are recommended, and include changes from the draft design standards and guidelines that vary for industrial uses, reduce requirements for non-industrial uses outside the pedestrian-oriented zone, and apply pedestrian-oriented requirements to uses adjacent to the River Trail.

- All building facades visible from a public right-of-way and/or River Trail shall have windows or other openings in the facade.
  - In the pedestrian-oriented district and adjacent to the River Trail, at least 50% of the ground-floor street-facing facades of non-industrial uses shall be covered by windows and at least 30% of the upper-floor street-facing facades should be covered by windows.
  - Outside the pedestrian-oriented district, at least 40% of the ground-floor street-facing facades of non-industrial uses shall be covered by windows and at least 30% of the upper-floor street-facing facades should be covered by windows.



- All building facades of buildings for industrial uses in the Bridge Vista area that are visible from a public right-of-way and/or River Trail shall have windows, however buildings for industrial uses are not subject to minimum window area requirements.
- Buildings for industrial uses are not required to have ground floor windows but shall have, at the least, clear story or transom windows on the upper story facades or above a height of 14 feet.
- Blank walls on any facades visible from the right-of-way and/or River Trail for any type of use are prohibited.
- Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities.
- Windows that open by pivoting, casement, single hung, or other shuttering are encouraged.
- Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 17).
- Clear glass is encouraged.
- True divided lites are encouraged (Figure 17). Simulated divided lites shall have exterior muntins to create exterior shadow lines.
- Boldly articulated window and storefront trim are encouraged.

**Figure 17: Transom Windows, Panels Below Windows, and True Divided Lites**



- The following types of windows or window treatments are prohibited:
  - Residential-styled window bays on buildings for commercial uses;
  - Half-round windows;
  - Tinted and/or reflective glass;
  - Sliding windows;
  - Vinyl windows; and
  - Blocked-out windows.

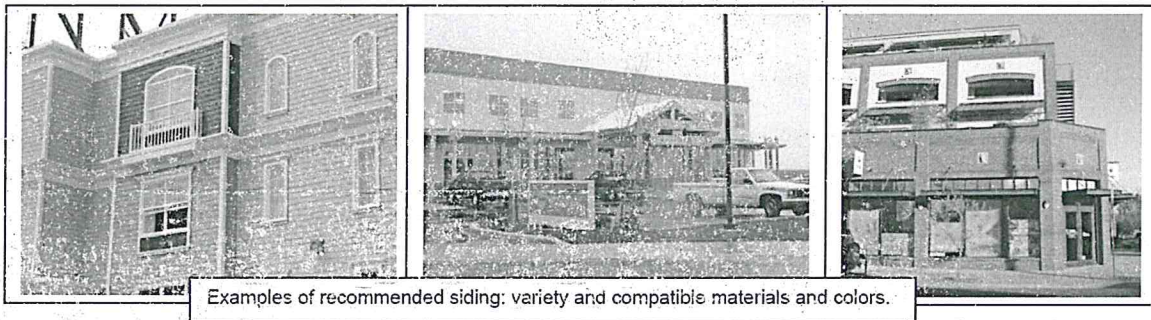
## 6. Siding and Wall Treatment

**Recommendation:** Limited comments were made on the draft siding and wall treatment design guidelines and standards presented in the Amendments #1C Memorandum. The following recommended guidelines and standards reflect few changes from those presented in the Amendments #1C

Memorandum; only the materials and treatments suggested to be either discouraged or prohibited have been made prohibited.

- Variations in wall cladding materials and patterns consistent with historic patterns are encouraged (Figure 18).
- Natural or subdued building colors are encouraged (Figure 18).
- Bright colors may be used for accent trim in limited amounts.
- Durable materials such as brick, stucco, granite, pre-cast concrete, board and batten, or horizontal wood siding should be used (Figure 18). These materials include galvanized corrugated metal on buildings for industrial uses.

**Figure 18: Siding Variety and Compatible Materials and Colors**



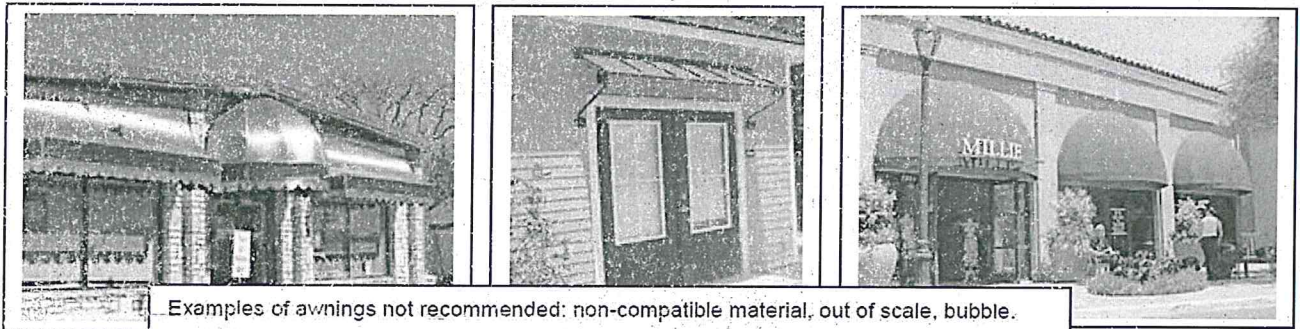
- Architectural wall features such as belt courses, pilasters, and medallions are encouraged.
- The following types of siding and wall materials and treatments are prohibited:
  - Cladding materials such as corrugated metal panels or spandrel glass;
  - Panels that are poorly detailed or do not have detailing;
  - Neon or other fluorescent colors;
  - Bright or primary wall colors for the entire wall surface;
  - Flagstone, simulated river rock, or other similar veneer cladding;
  - Painted brick; and
  - Non-durable materials such as synthetic stucco or shingles at the ground floor.

## 7. Awnings

**Recommendation:** As expressed in the Amendments #1C Memorandum, the PAT/PMT advised that awnings should not be required in the Bridge Vista area and should be limited to protect views of the river in the area. No specific comments were received regarding awnings, so the following recommended guidelines and standards include only minor changes of those presented in the Amendments #1C Memorandum differentiating between prohibited and discourage awning types and treatments.



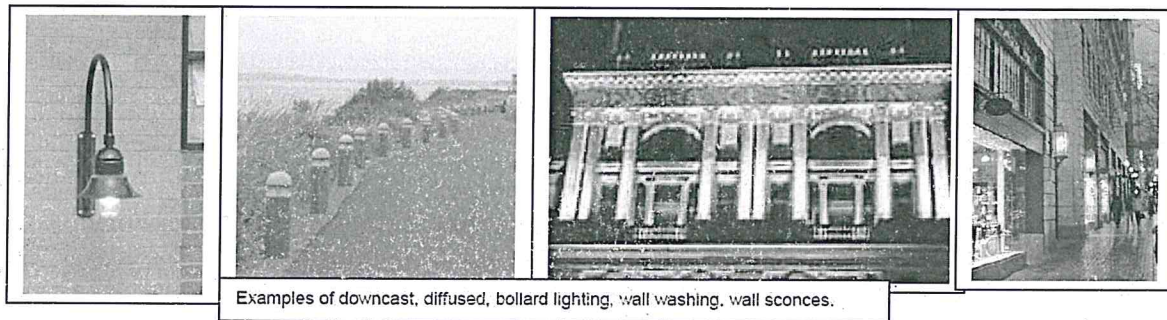
- Awnings and weather protection are permitted in the Bridge Vista area where they do not interfere with views of the river along the River Trail or along north/south streets in the area. In these areas, awnings are generally discouraged and shall not project into the setback area.
- The following types of awnings and awning treatments are prohibited:
  - Fixed “bubble shaped” awnings; and
  - Awnings lit internally.
- The following types of awnings and awning treatments are discouraged:
  - Vinyl or other non-compatible material awnings; and
  - Awnings improperly sized for the building/entry/window.



## 8. Lighting

**Recommendation:** The draft guidelines and standards presented in the Amendments #1C Memorandum were generally based on other lighting provisions developed by the City, with a focus on minimizing light that projects upward or that glares into other properties and traffic and discouraging lighting types that are not consistent with the historic style of the area. The following recommended guidelines and standards are those that were presented in the Amendments #1C Memorandum, with the exception of prohibiting instead of just discouraging certain lighting types.

- Outdoor lighting shall be designed and placed so as not to cast glare into adjacent properties. Light fixtures should be designed to direct light downward and minimize the amount of light directed upward, including lighting from wall-washing fixtures. The Community Development Director may require the shielding or removal of such lighting where it is determined that the lighting is adversely affecting adjacent properties or directing significant light into the night sky.
- Wall-washing lighting fixtures should be concealed and integrated into the design of buildings or landscape walls and stairways (Figure 19).

**Figure 19: Downward and Diffused Lighting, Wall-Washing Lighting**

- The following lighting types or treatments are prohibited:
  - Neon silhouette accent lighting;
  - Fluorescent tube lighting;
  - Security spotlight;
  - Signs lit by lights containing exposed electrical conduit, junction boxes, or other electrical infrastructure; and
  - Up-lighting that shines into the sky or light that shines into other properties or traffic.

## 9. Signs

**Recommendation:** The City's existing sign provisions should be sufficient to regulate signs in the Bridge Vista area. However, the following proposed standards and guidelines are recommended in the pedestrian-oriented zone in the Bridge Vista area. Changes made to the draft standards and guidelines from the Amendments #1C Memorandum include permitting monument signs but limiting their size (using existing regulations in the C-4 zoning district) and materials.

- Monument signs (Figure 20) are allowed up to a maximum of 32 square feet in the pedestrian-oriented zone.
- Monument signs shall be a maximum of 5' tall.
- Monument signs in the pedestrian-oriented zone shall be constructed from materials that are consistent with the historic character of the area, including wood, brick, stone, and metal.
- Freestanding pole-mounted signs are prohibited in the pedestrian-oriented zone (Figure 20).

**Figure 20: Monument Signs and Freestanding Pole-Mounted Signs**



## **G. SETBACKS**

Given the objectives of promoting the historic character and strengthening the pedestrian orientation of development in the Bridge Vista area, minimum and maximum setbacks should be considered for yards along public rights-of-way in the area.

### **1. Minimum Setbacks**

Minimum setback requirements in the Bridge Vista area were proposed in the Amendments #1A Memorandum (dated October 27, 2014), which focused on protecting views of the river. These include minimum setbacks along north-south rights-of-way between West Marine Drive and the Columbia River that allow for a 70-foot view corridor, as well as 10-foot setbacks on the south side of the River Trail and 20-foot setbacks on the north side of the River Trail. Minimum setback requirements that minimize setback and strengthen the area's pedestrian orientation should be considered for other rights-of-way in the Bridge Vista area, particularly West Marine Drive. No comments were received about the following recommendation and, therefore, it remains unchanged from the recommendation made in the Amendments #1C Memorandum.

**Recommendation:** The minimum setback for yards fronting West Marine Drive and other public rights-of-way parallel to West Marine Drive in the Bridge Vista area, with the exception of the River Trail, shall be zero (0) feet.

### **2. Maximum Setbacks**

Maximum setbacks can also reinforce historic character and pedestrian orientation in the Bridge Vista area. Smaller maximum setbacks can be instituted along West Marine Drive in order to more strongly focus on pedestrian orientation in that corridor of the Bridge Vista area. Provisions can also be made for extending the maximum setbacks if pedestrian-oriented amenities are provided in that space. No comments were received about the following recommendations about maximum setbacks and, therefore, they remain unchanged from the recommendation made in the Amendments #1C Memorandum.

#### **Recommendations:**

- Maximum setback for the Bridge Vista area – The maximum setback for yards fronting a public right-of-way in the Bridge Vista area, except for West Marine Drive, shall be 10 feet.
- Maximum setback for West Marine Drive – The maximum setback for yards fronting West Marine Drive in the Bridge Vista area shall be five (5) feet.
- Extending the maximum setback – The maximum setback for yards fronting a public right-of-way in the Bridge Vista area 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.

## H. LANDSCAPING

A set of landscaping standards was developed for the river side of the River Trail, the land side of the River Trail, and for street trees in the Civic Greenway area. Those standards, with some modifications, are presented below and are recommended for application in the Bridge Vista area.

### 1. River Side/Riparian Standards

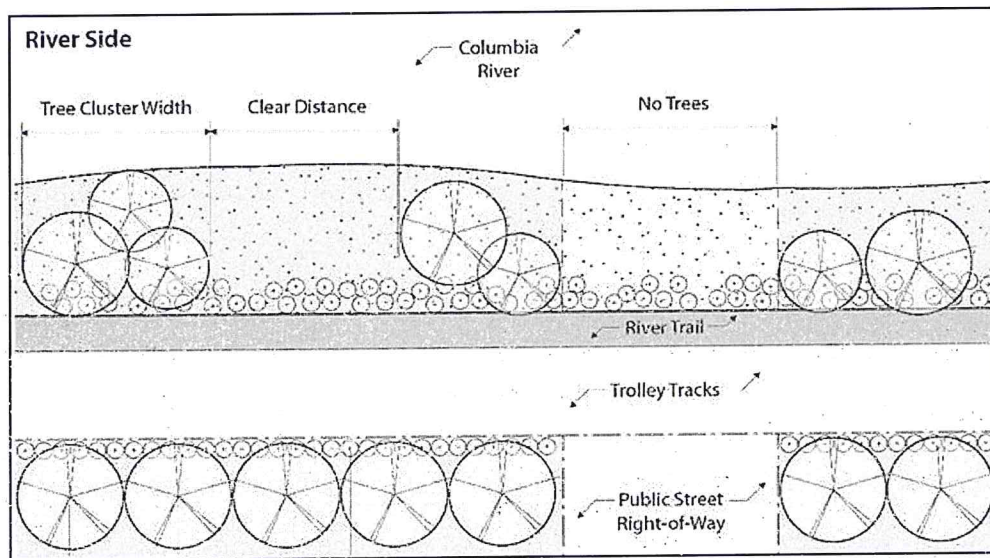
Height, spacing, and species standards were developed for landscaping on the river (riparian) side of the River Trail in the Civic Greenway to promote native and riparian-appropriate planting as well as protect visual access to the river.

**Recommendations:** The following landscaping standards and guidelines are recommended; dimensional standards are generally illustrated in Figure \_\_. Changes made from draft standards and guidelines presented in the Amendments #1C Memorandum include reducing allowed tree clusters.

- Maximum shrub height is 30 inches.
- Trees shall not exceed 25 feet in height at maturity
- Maximum width of clusters of trees is 30 feet.
- Clusters of trees shall have a minimum of 50 feet clear between branches at maturity.
- Trees are not permitted to be planted on the river side of the River Trail within the extended public right-of-way or view corridor extending from it for a distance of 70' centered on the right-of-way centerline.
- Maximum height of fences is three (3) feet.
- Landscaping on the river side of the River Trail must consist of native plants that are either part of a list of trees, shrubs, and grasses [the same as listed in the Civic Greenway Overlay Zone] or are determined to be native plants according to documents cited or recommended by City staff. The Community Development Director, or designee, may approve plants that are not native under certain conditions.
- Hardscaped pedestrian-oriented areas (courtyards, plazas, etc.) are encouraged and may account for up to 40% of a site's landscape requirements. Permeable paving and other stormwater management techniques are encouraged in the design of courtyards and plazas.

Figure \_\_: River Side/Riparian Landscaping Diagram





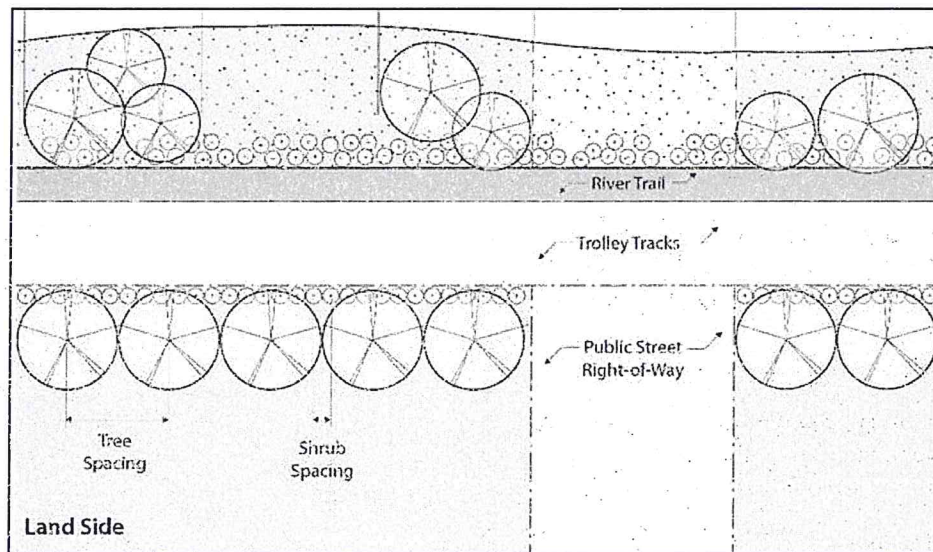
## 2. Land Side/Upland Standards

Both denser landscaping and protecting views were determined to be important for landscaping on the land (upland) side of the River Trail in the Civic Greenway area and Bridge Vista areas. Minor changes were made to the draft standards in the Amendments #1C Memorandum to yield the following recommended standards, including tighter spacing of landscaping for industrial uses and height and width requirements for trees in parking areas.

### Recommendations:

- Maximum spacing of trees shall be 20 feet on center for non-industrial uses. Maximum spacing of trees shall be 15 feet on center for industrial uses.
- Maximum spacing of shrubs is five (5) feet on center for non-industrial uses. Maximum spacing of shrubs is three (3)/four (4) feet on center for industrial uses.
- Ground cover landscaping is required in between shrubs and trees.
- Trees shall not exceed 35 feet in height at maturity.
- Landscaping that is required between parking areas, streets, and sidewalks in accordance with existing parking requirements shall also be required between parking areas and the River Trail.
- Landscaping shall minimize pedestrian exposure to parking lots with a hedge or a decorative fence that is 36"-42" high.
- Maximum tree height and width in parking areas shall be 15 feet at maturity.
- The Community Development Director may approve landscaping credits of 10-25% for non-vegetative features including amenities for the River Trail (e.g., bench, bike rack, drinking fountain, lighting, etc.).

Figure \_\_: Land Side/Upland Landscaping Diagram



### 3. Street Trees

Draft street tree standards that were presented in the Amendments #1C Memorandum were based on those adopted in the Civic Greenway area to help protect visual access to the river. No comments have been received regarding these standards and, therefore, no changes have been made between the memorandum and the standards that are recommended below.

**Recommendation:** The following street tree standards are recommended in the Bridge Vista area.

- Maximum height for street trees along north-south streets between West Marine Drive and the Columbia River shall be 45 feet.
- Street trees along north-south streets between West Marine Drive and the Columbia River shall have narrow profiles and/or be pruned to a maximum width of 15 feet.
- Street trees along north-south streets between West Marine Drive and the Columbia River shall be one of the columnar species listed in the code, unless otherwise approved by the Community Development Director.

### I. OFF-STREET PARKING

Comments on draft reductions in off-street parking requirements in the pedestrian-oriented zone that were presented in the Amendments #1C Memorandum generally supported the reductions. Changes in the draft reductions include allowing expansions of existing buildings to qualify for parking requirement exemptions and reducing the percentage of building expansion needed to qualify for the exemptions.

**Recommendations:** The following modifications of parking requirements are recommended in the pedestrian-oriented zone in the Bridge Vista area.

- Reduce off-street parking requirements by 50% for uses smaller than 5,000 square feet in floor area



- Waive off-street parking requirements for existing buildings that already cover the maximum amount of the site allowable.
- Exempt building expansions of 10% or less to be exempt from parking requirements.

## **J. APPLICABILITY AND IMPLEMENTATION**

Applicability standards are already presented as part of some of the recommended code language in this memorandum. The one significant section where applicability standards are not yet recommended and included is the section on design guidelines and standards. In general, these guidelines and standards are intended to apply to new development and redevelopment in the Bridge Vista area. Redevelopment or "major renovation" can be defined in the Bridge Vista area in two different ways, as it is in other sections of existing Astoria code:

- Gateway Overlay Zone and Civic Greenway Overlay Zone – Construction valued at 25% or more of the assessed value of the existing structure.
- Landscaping Requirements/Plan – 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 provisions recommended in this memorandum can be implemented through changes to base zones found in the Bridge Vista area. This could be done in a way that establishes the standards only for the Bridge Vista area so as not to apply to the zones Citywide. However, as was determined in the Civic Greenway area, it can be easier to organize and administer new and targeted use and development standards through an overlay zone. As part of this planning process, a new pedestrian-oriented zone and amended C-2 zone or new commercial zone may also be created, which could be applied in other areas of the City as needed or desired.

### **Recommendations:**

- The project team recommends using the same thresholds for applicability as were used in the Civic Greenway area.
- As was done in the first set of draft amendment memoranda, it is recommended that the provisions proposed in this memorandum be made part of a new overlay zone for the Bridge Vista area, with the exceptions of a potential new pedestrian-oriented zone and potential amended C-2 zone or new commercial zone. The regulations in the overlay zone should be additive to regulations in existing underlying zones, and should override when they conflict with regulations in the underlying zone. Implementation format will be finalized and used in the next memorandum on draft amendments, the Amendments #3 Memorandum.

# ATTACHMENT A

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

	A-1	A-2	A-2A	S-2
Permitted Outright	<ol style="list-style-type: none"> <li>1. Water-dependent commercial or industrial use.</li> <li>2. Navigational structure.</li> <li>3. Water-dependent public recreational facility, including boat ramp, dock, moorage and marina for commercial and recreational marine craft.</li> <li>4. Shoreline stabilization.</li> <li>5. Flowlane disposal of dredged material.</li> <li>6. Pipeline, cable, and utility crossing.</li> <li>7. Storm water and treated wastewater outfall.</li> <li>8. Communication facility.</li> <li>9. Temporary dike for emergency flood protection limited to 60 days subject to State and Federal requirements.</li> <li>10. New dike construction.</li> <li>11. Maintenance and repair of existing structure or facility.</li> <li>12. Dredging and filling, pursuant to the applicable standards in Section 4.050 and</li> </ol>	<ol style="list-style-type: none"> <li>1. Water-dependent commercial and industrial use.</li> <li>2. Small boat building and repair.</li> <li>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.</li> <li>4. Public pier.</li> <li>5. Navigational structure.</li> <li>6. Shoreline stabilization.</li> <li>7. Pipeline, cable, and utility crossing.</li> <li>8. Storm water and treated wastewater outfall.</li> <li>9. Communication facility.</li> <li>10. New dike construction.</li> <li>11. Maintenance and repair of existing structure or facility.</li> <li>12. Public use in conjunction with the Columbia River Maritime Museum.</li> <li>13. Flowlane disposal of dredged material.</li> <li>14. Dredging or filling, pursuant to the applicable</li> </ol>	<ol style="list-style-type: none"> <li>1. Water-dependent commercial and industrial use.</li> <li>2. Small boat building and repair.</li> <li>3. Dock, moorage, pier, terminal, transfer facility and marina for commercial and recreational marine craft, for passengers, or for waterborne commerce.</li> <li>4. Public pier.</li> <li>5. Navigational structure.</li> <li>6. Shoreline stabilization.</li> <li>7. Pipeline, cable, and utility crossing.</li> <li>8. Storm water and treated wastewater outfall.</li> <li>9. Communication facility.</li> <li>10. New dike construction.</li> <li>11. Maintenance and repair of existing structure and facility.</li> <li>12. Flowlane disposal of dredged material.</li> <li>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.</li> </ol>	<ol style="list-style-type: none"> <li>1. Charter fishing office.</li> <li>2. Cold storage and/or ice processing facility.</li> <li>3. Marina and high intensity water-dependent recreation.</li> <li>4. Marine equipment sales establishment.</li> <li>5. Petroleum receiving, dispensing and storage for marine use.</li> <li>6. Seafood receiving and processing.</li> <li>7. Ship and boat building and repair.</li> <li>8. Maintenance and repair of existing structure or facility.</li> <li>9. Navigation aide.</li> <li>10. Temporary dike for emergency flood protection subject to State and Federal regulations.</li> <li>11. Shoreline stabilization.</li> <li>12. Public park or recreation area.</li> <li>13. Water-dependent industrial, commercial and recreational use.</li> <li>14. Manufactured Dwelling in an approved park.</li> </ol>



A-1	A-2	A-2A	S-2
<p>4.070, for any of the permitted uses 1 through 11 listed above.</p> <p>13. The following water-related commercial and industrial uses:</p> <ul style="list-style-type: none"> <li>a. Boat and/or marine equipment sales;</li> <li>b. Fish or shellfish retail or wholesale outlet;</li> <li>c. Charter fishing office;</li> <li>d. Sports fish cleaning, smoking, or canning establishment;</li> <li>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;</li> <li>f. Eating and drinking establishment which provides a view of the waterfront, and which is in conjunction with a water-dependent use such as a marina or seafood processing plant;</li> <li>g. Cold storage and/or ice-processing facility independent of seafood processing facility.</li> </ul> <p>14. Navigation aid.</p>	<p>standards in Section 4.050 and 4.070, for any of the permitted uses 1 through 13 listed above.</p> <p>15. The following water-related commercial uses:</p> <ul style="list-style-type: none"> <li>a. Boat and/or marine equipment sales;</li> <li>b. Fish or shellfish retail or wholesale outlet;</li> <li>c. Charter fishing office;</li> <li>d. Sports fish cleaning, smoking or canning establishment;</li> <li>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.</li> <li>16. Navigation aid.</li> <li>17. Piling as necessary for any of the permitted uses 1 through 16 listed above.</li> </ul>	<p>14. The following water-related commercial uses:</p> <ul style="list-style-type: none"> <li>a. Boat and/or marine equipment sales;</li> <li>b. Fish or shellfish retail or wholesale outlet;</li> <li>c. Charter fishing office;</li> <li>d. Sports fish cleaning, smoking or canning establishment;</li> <li>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.</li> <li>15. Navigation aid.</li> <li>16. Piling as necessary for any of the permitted uses 1 through 15 listed above.</li> </ul>	

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



	A-1	A-2	A-2A	S-2
	<p>those listed under Section 2.505(13) of this zone.</p> <p>11. Piling as necessary for any of the conditional uses 1 through 10 listed above.</p> <p>12. Temporary use meeting the requirements of Section 3.240.</p> <p>13. Non-water dependent and non-water related uses may be located in existing, under-utilized buildings provided the use does not preclude future water-dependent or water-related uses.</p>	<p>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 significant visual access to the waterfront.</p> <p>15. Indoor amusement, entertainment, and/or recreation establishment</p>	<p>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>15. Residential use meeting the requirements of 2.565(8).</p> <p>16. Temporary use meeting the requirements of Section 3.240.</p>	<p>15. Personal service establishment.</p> <p>16. Professional service establishment.</p> <p>17. Repair service establishment.</p> <p>18. Research and development laboratory.</p> <p>19. Shipping and port activity.</p> <p>20. Wholesale trade, warehouse, and/or distribution establishment (including trucking terminal).</p> <p>21. Eating and drinking establishment.</p> <p>22. Retail sales establishment.</p> <p>23. Hotel, motel, inn, bed and breakfast.</p> <p>24. Indoor amusement, entertainment and/or recreation establishment.</p> <p>25. Wood processing.</p> <p>26. Light manufacturing.</p> <p>27. Temporary use meeting the requirements of Section 3.240.</p> <p>28. Water-related industrial, commercial and recreational uses.</p> <p>29. Conference Center.</p>

	A-1	A-2	A-2A	S-2
		<p>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>17. Conference Center which provides significant visual access to the waterfront.</p> <p>18. Piling in conjunction with any of the conditional uses 1 through 16 listed above.</p>	

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

	C-2	C-3	C-4
Permitted Outright	<p>1. Eating or drinking establishment.</p> <p>2. Home occupation in existing dwelling.</p> <p>3. Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses.</p> <p>4. Tourist-oriented retail sales or service establishment.</p>	<p>1. Business service establishment.</p> <p>2. Commercial laundry or dry cleaning establishment.</p> <p>3. Commercial or public off-street parking lot.</p> <p>4. Communication service establishment.</p> <p>5. Construction service establishment.</p>	<p>1. Business service establishment.</p> <p>2. Commercial laundry or dry cleaning establishment.</p> <p>3. Commercial or public off-street parking lot.</p> <p>4. Communication service establishment.</p> <p>5. Eating and drinking establishment without drive-thru facilities.</p> <p>6. Education service establishment.</p>



	<p><b>C-2</b></p> <p>5. Conference Center.</p>	<p><b>C-3</b></p> <p>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.  15. Repair service establishment, not including automotive, heavy equipment, or other major repair services.  16. Residential facility.  17. Retail sales establishment.  18. Single-family and two-family dwelling in a new or existing structure:  a. Located above or below the first floor with commercial facilities on the first floor of the structure.  b. Located in the rear of the first floor with commercial facilities in the front portion of the structure.  19. Transportation service establishment.  20. Conference Center.  21. Indoor family entertainment or recreation establishment.</p>	<p><b>C-4</b></p> <p>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.  13. Residential home, located above the first floor, with commercial facilities on the first floor of existing structure.  14. Retail sales establishment.  15. Single-family and two-family dwelling, located above or below the first floor, with commercial facilities on the first floor of existing structure.  16. Studio for artists.</p>
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	C-2	C-3	C-4
Permitted Conditionally	<p>1. Dwelling as an accessory use to a Use Permitted Outright or a Conditional Use.</p> <p>2. Family day care center in existing dwelling.</p> <p>3. Indoor family entertainment or recreation establishment.</p> <p>4. Non-tourist-oriented retail sales or service establishment, professional, financial, business and medical office where they are part of a mixed-use development that also includes some of the uses that are permitted outright. The 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>1. Animal hospital or kennel.</p> <p>2. Automotive sales or service establishment.</p> <p>3. Day care center.</p> <p>4. Gasoline service station.</p> <p>5. Hospital.</p> <p>6. (Section 2.395(6) deleted by Ordinance 98-01, 1-5-98)</p> <p>7. Light Manufacturing.</p> <p>8. Recycling establishment.</p> <p>9. Repair service establishment not allowed as an Outright Use.</p> <p>10. Temporary use meeting the requirements of Sections 3.240.</p> <p>11. Wholesale trade or warehouse establishment.</p>	<p>1. Day care center.</p> <p>2. Indoor family entertainment or recreation establishment.</p> <p>3. Light manufacturing.</p> <p>4. Motel, hotel, bed and breakfast, inn or other tourist lodging facility, and associated uses.</p> <p>5. Multi-family dwelling, located above the first floor, with commercial facilities on the first floor.</p> <p>6. Recycling establishment.</p> <p>7. Residential facility, located above the 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>



**From:** Rhonda Gewin [<mailto:rhondaned@msn.com>]

**Sent:** Tuesday, December 23, 2014 9:50 AM

**To:** Rosemary Johnson

**Subject:** Astoria's Maritime Heritage

Dear Commissioners,

With respect to the ongoing discussions regarding the City of Astoria options for development of the Astoria Riverfront we would like to strongly endorse the concept of doing as little as possible to negatively impact Astoria's Maritime Heritage, which is the attraction for untold numbers and visitors and residents alike.

While it may appear to be true initially, that building more hotels and other commercial interests would bring more jobs to Astoria, we should be aware that building on top of historical artifacts like the old pilings and obstructing magnificent views in the process is like biting the hand that feeds us. We would literally be burying our Maritime Heritage and obstructing the views that attract visitors and residents.

The Trolley and Riverfront walkway, the views of the river and Astoria's Historical Maritime artifacts should not be compromised, as this would only be to the detriment of all concerned.

Sincerely,

Ed Wernicke and Rhonda Gewin  
1 3rd St, 301  
Astoria Oregon

**Sherri Williams**

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**From:** George Hague <gbhague@gmail.com>  
**Sent:** Thursday, January 22, 2015 10:35 PM  
**To:** Rosemary Johnson  
**Cc:** Sherri Williams  
**Subject:** Concerns on the Bridge Vista recommendations

January 6, 2015 Power Point Presentation

Power point from Town Hall Meeting held at Holiday Inn Express

Good afternoon/evening Planning Commissioners,

Please take some time to look at the power point found in the above link which is what was shown at the January 6th Town Hall Meeting held at the Holiday Inn Express. The City continues to recommend allowing 45 foot tall buildings over the water with only 40 foot views of the River between them. Buildings would be allowed within 10'-20' of the Trolley tracks -- on both sides. They show misleading distant views of buildings which make it appear that you could walk along the Riverwalk and continually enjoy the Bridge Vista when in fact you would increasingly only see the buildings.

Structures above bank height should be restricted to the south side of the Trolley tracks -- like the Holiday Inn Express. Below are some points to look for as you view/read the power point.

Page 8 mentions "Overwater development standards" and Permitted uses (on land and Over Water)

Page 10 The picture in the lower right hand corner shows how restricted the views will become because of building being allowed west of the pier that will block most of the bridge.

Page 14 Allow only 40 foot View Corridors to the river between buildings.

Pages 17 through 22 have mainly distant views of the buildings and not what would happen as you walk along the Riverwalk towards them. If they showed a video as you walked towards the bridge you would see only buildings taking over the view scape and not the bridge as well as very little of the Columbia River. One of the great pleasures is noticing a distant ship coming up river and watching it eventually go under the bridge as you are walking the Riverwalk.

Page 23 Shows that it may become difficult to stroll along the River and it enjoy it. Instead you would have to walk out along structures -- during approved hours -- to see the River Vista and Bridge.

Page 24 Shows buildings will be allowed to reach 45 feet and not the 35 feet that will be publicized more often. The 10' and 20' setbacks are the distance buildings would be allowed on each side of the Trolley tracks which could easily block the river and produce a tunnel effect for the Trolley riders as well as Riverwalkers.



Do we really need any of the 15 over-the-river buildings shown on pages 17 and 18? These structures that the development codes would allow would also destroy something that ALL Astorians and visitors know is very special. Please urge restricting such buildings to the south side of the Trolley tracks.

Thank you,

George (Mick) Hague