

A G E N D A
ASTORIA PLANNING COMMISSION

Astoria City Hall Council Chambers, 1095 Duane Street, Astoria

Tuesday, January 28, 2014

Immediately Following the Traffic Safety Committee Meeting at 7:00 p.m.

1. CALL TO ORDER
2. ROLL CALL
3. PUBLIC HEARINGS
 - a. Conditional Use CU13-10 by Rafael Otero and Patricia O' Donnell to operate a one bedroom bed and breakfast in an existing accessory building of a single family dwelling with owner occupancy of the dwelling at the same time as guests at 172 Duane in the R-1, Low Density Residential, zone. Staff recommends approval of the request with conditions.
 - b. Variance V13-20 by Rafael Otero and Patricia O'Donnell from the required 3 off-street parking spaces to provide 1 space for a one bedroom bed and breakfast in an existing accessory building of a single family dwelling with owner occupancy at 172 Duane in the R-1, Low Density Residential zone. Staff recommends approval of the request with conditions.
4. REPORT OF OFFICERS
5. ADJOURNMENT
 - a. Adjournment to Work Session: Riverfront Vision Plan – Civic Greenway

STAFF REPORT AND FINDINGS OF FACT

January 21, 2014

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER

SUBJECT: CONDITIONAL USE REQUEST (CU13-10) BY RAFAEL OTERO TO OPERATE A ONE BEDROOM HOME STAY LODGING IN A DETACHED GARAGE OF AN EXISTING DWELLING AT 172 DUANE STREET

I. Background

- A. Applicant: Rafael Otero
Patricia O'Donnell
172 Duane Street
Astoria OR 97103
- B. Owner: Rafael I Otero
Patricia A O'Donnell
172 Duane Street
Astoria OR 97103
- C. Location: 172 Duane Street; Map T8N-R9W Section 7DA, Tax Lots 13900, 14000, 14100; Lots 1, 6, 7, 8, Block 34, McClure
- D. Zone: R-1, Low Density Residential
- E. Lot Size: 50' x 200' plus 100' x 100' (20,000 square feet)
- F. Request: To operate a one bedroom Home Stay Lodging in a detached garage with the owner residing full-time in an existing single-family dwelling

II. BACKGROUND

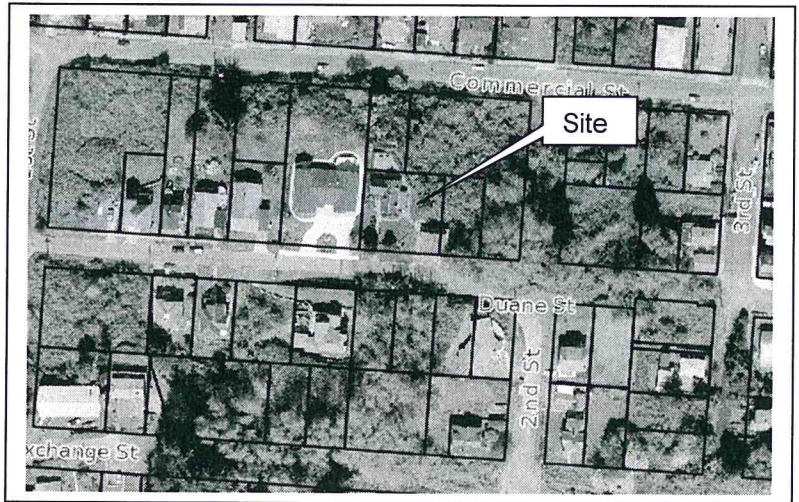
A. Site:

The residence is located on the north side of Duane Street just west of 2nd Street. The house sits approximately 45' back from the front property line with a detached garage located on the front property line. The front property line is approximately 14' from the paved portion of Duane Street.



B. Adjacent Neighborhood:

The neighborhood is developed with primarily single-family dwellings. Lots are a mixture of standard (5,000 square foot), narrow (25'), and larger than standard lots. Not all of the lots in the block are developed (existing 10 single-family dwellings), and several of the vacant lots are owned by the City. The Duane Street right-of-way is platted 60' wide but is only improved with an approximate 20' wide paved area. Only one house has a sidewalk within the right-of-way.



1st and 2nd Streets are only partially improved and are not through streets. In fact, the 1st and Commercial Street intersection is no longer a passable street as it was destroyed in the Bond/Commercial Street slide several years ago. This creates a secluded neighborhood with limited traffic and a variety of yards and open space.

C. Proposal:

The applicant requests a permit to allow one bedroom in the detached garage to be rented for transient lodging. The City has different classifications of transient lodging facilities. A Bed and Breakfast has three to seven guest bedrooms and a Home Stay Lodging has one or two guest bedrooms. A Home Stay Lodging facility has one or two bedrooms and requires that the facility be owner occupied. Home Stay Lodging is an outright use in most zones but requires a conditional use permit in the R-1 Zone. The applicant is the property owner and would live in the house at the same time the guests are in the garage.

The proposed use would require one additional off-street parking space which the applicant cannot provide. He has submitted a variance (V13-20) application which will be considered by the APC at this same meeting.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on January 6, 2014. A notice of public hearing was published in the Daily Astorian on January 21, 2014. 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 "Bed and Breakfast" as *"Any transient lodging facility which contains between three (3) and seven (7) guest bedrooms, which is owner or manager occupied, and which provides a morning meal."*

Section 1.400 defines "Home Stay Lodging" as *"A tourist accommodation with no more than two (2) bedrooms available for transient rental, and which is owner occupied. Such facilities may or may not provide a morning meal."*

Section 2.025(8) allows "Home Stay Lodging" as a Conditional Use in the R-1 Zone, in accordance with Article 11 concerning Conditional Uses.

Finding: The applicant proposes to operate a facility with one bedroom and the owner residing full-time while there are guests. The facility is classified as a Home Stay Lodging and is being reviewed as a Conditional Use.

- B. Section 2.050(1) states that *"All uses will comply with applicable access, parking, and loading standards in Article 7"*. Section 7.100(H) requires two spaces per dwelling unit and one additional space per bedroom for a Home Stay Lodging.

Finding: The proposed use will be in a detached garage of an existing single-family dwelling with one room for transient use. A total of three parking spaces are required for the proposed use. There are two off-street parking spaces for the dwelling. The applicant would need to provide the one additional space for transient lodging or obtain a Variance. He has submitted an application for a parking variance which will be considered by the APC at this same meeting.

- C. Section 11.020(B.1) states that *"the Planning Commission shall base their decision on whether the use complies with the applicable policies of the Comprehensive Plan."*
1. Comprehensive Plan Section CP.035(2) concerning West End Area Policies states that *"The quiet residential character of the west end will be protected through the City's Development Code."*

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

Section CP.206(1), Economic Development Goal 7 and Goal 7 Policies, *"Goal: Encourage successful home-based businesses"* states that the City will *"Encourage home occupations, cottage industries and activities which have little impact on the surrounding neighborhoods through the City's Development Code."*

Finding: This neighborhood is single-family residential with no other non-residential uses within a block of the site. A small transient lodging facility is considered as a compatible use within a residential area. Due to the low density of the R-1 Zone, all transient lodging facilities require review as a conditional use.

Increased traffic associated with transient lodging on a street could intrude on the neighborhood. However, with a one bedroom facility, the number of vehicle trips would be sporadic and not on a daily basis. With a single-family dwelling, the number of vehicle trips would include multiple trips daily. Use of the home for transient lodging would be a low impact use of the single-family home. The impact from one additional vehicle in the neighborhood on an occasional basis would be minimal. This is based on the concept that a "family" of four living in the home using all bedrooms for the family could theoretically have four vehicles which would be more of an impact than the one couple living there with one occasional guest vehicle. The site is large enough to be divided into two separate single-family dwelling sites which would have a greater impact than the single-family dwelling with a one bedroom transient lodging.

Trip Generation, Institute of Transportation Engineers, 1991 indicates the following averages for vehicle trips associated with these two uses:

<u>Day of Week</u>	<u>Single-Family Dwelling</u>	<u>Recreational Home</u>
Weekday	9.55	3.16
Saturday	10.19	3.07
Sunday	8.78	2.93

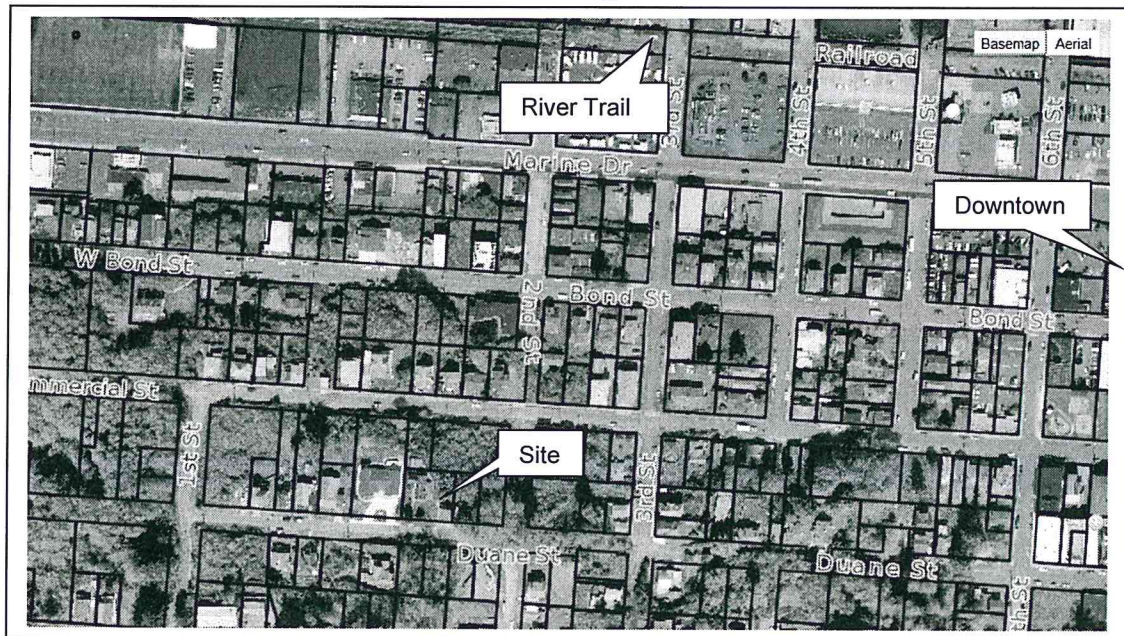
Therefore, the vehicle trips associated with a home stay lodging (recreational home) would be less than an existing or new single-family dwelling in this neighborhood. The traffic impact associated with this use would be minimal with approximately three vehicle trips per day.

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

- D. Section 11.030(A) requires that *"before a conditional use is approved, findings will be made that the use will comply with the following standards:"*
1. Section 11.030(A)(1) requires that *"the use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the use."*

Finding: The transient lodging would be located on the upper floor of the existing garage with access at grade level from the rear of the structure facing the dwelling. The proposed use is an appropriate use of an existing residential structure. A Home Stay Lodging is conditional use in the R-1 Zone and an outright use in all other residential zones to assure that the impact on the neighborhood is reviewed. Location within a residential zone is appropriate due to the nature of Home Stay Lodging and B&B's to be located in private homes. The requirement of the owner residing in the home at the same time as the guests prohibits the use as a "vacation

rental” and protects the neighborhood as the owner is there to be responsible for the actions of their guests.



The previous owner had rented the upper story of the garage as a separate living unit which is not allowed in this zone. This was an illegal use of the garage and created a larger impact with two single-family dwellings on the same lot. However, the lot is large enough that the previous owners could have divided the lot to create a legal second dwelling.

The site is located on Duane Street which, due to the Bond/Commercial Street slide, is accessible to travelers via West Exchange to 1st Street or from 3rd Street to Exchange and 2nd Streets. It is located relatively close to Downtown and the River Trail but is not close to bus routes. The site is accessible by vehicle or a short 10 to 15 minute walk to downtown and other main attractions and restaurants. The site is suitable for the proposed use.

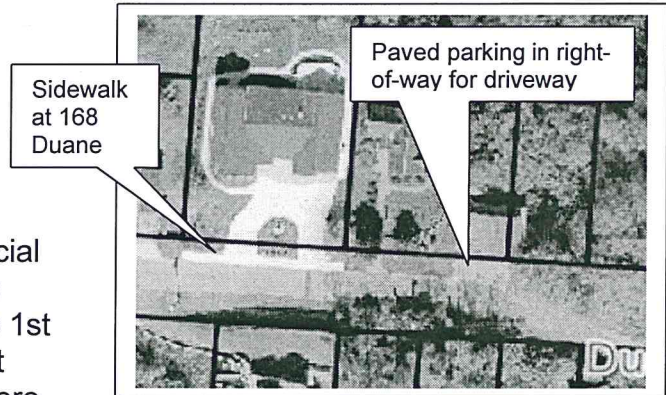
2. Section 11.030(A)(2) requires that “an adequate site layout will be used for transportation activities. Consideration should be given to the suitability of any access points, on-site drives, parking, loading and unloading areas, refuse collection and disposal points, sidewalks, bike paths, or other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

Finding: The proposed use is for one bedroom for transient use. Duane Street is platted 60' wide with a 20' paved road and a sidewalk only in front of one site to the west at 168 Duane. The applicant has a paved garage driveway apron that is approximately 19' deep x 31' wide located completely within the right-of-way. This area can be used to park at least

two vehicles. However, since it is within the right-of-way, it cannot be considered as “off-street” parking and the applicant has applied for a parking variance to allow use of this driveway for the additional required parking.

Loading and unloading would be done from the vehicle parked in the paved driveway.

Due to the Bond/Commercial Street slide, access to this neighborhood is limited as 1st and Duane Streets are not through streets and therefore have limited traffic.



Future development is not anticipated in this area in the near future. Many of the vacant lots in the neighborhood are owned by the City and are adjacent to the Bond/Commercial Street landslide area. The proposed use would not overburden the existing street system for access. The site is sufficient for the proposed use and would not interfere with the flow of traffic and/or emergency vehicles.

The applicant has refuse collection for the home which would not be impacted by the additional use.

The proposed use would not create a safety issue. However, since the applicant cannot provide off-street parking, they would need to either find off-street parking, or obtain a variance from the parking requirement. A variance application has been submitted and will be considered by the APC at this same meeting.

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

Finding: All utilities are at the site and are capable of serving the use. The site is currently used as a single-family dwelling and that use would continue. The proposal is to change the use to a single-family dwelling with one bedroom Home Stay Lodging in the detached garage. The impact to utilities with intermittent stays by guests in one bed room would be minimal. 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 approximately 115' from the known Bond/Commercial Street geologic hazard area as indicated on the City map. No new construction is proposed. The site is adequate for both the single-family residence and the use of the building by transient guests. No 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: Single-family residential use does not require landscaping, however, the site is landscaped.

- E. Astoria City Code Section 8.045.3 concerning "Collection of Tax by Operator; Rules for Collection" states that *"Every operator renting rooms or space for lodging or sleeping purposes in this City, the occupancy of which is not exempted under the terms of this ordinance, shall collect a tax from the occupant. The tax collected or accrued by the operator constitutes a debt owed by the operator to the City."*

Finding: The applicant is required to register the transient lodging facility with the City Finance Department for collection of the transient room tax. In addition, transient lodging is considered a commercial use and requires that the owner obtain an Occupational Tax (business license) for conducting business within the City limits. The owner shall notify the Finance Department concerning any change in operation of the transient lodging.

V. CONCLUSIONS AND RECOMMENDATIONS

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

1. The property owner shall reside in the dwelling on the same days as the transient guests.
2. The applicant shall provide off-street parking or obtain a variance.
3. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.

The applicant should be aware of the following requirements:

The applicant shall obtain all necessary City and building permits prior to the start of operation including registering with the City for the Transient Room Tax.



CITY OF ASTORIA
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COMMUNITY DEVELOPMENT



No. CU 13-10

Fee: \$250.00

Ad by
visa

CONDITIONAL USE APPLICATION

Property Address: 172 Duane

Lot 1-6-7-8 Block 34 Subdivision McClure
Map 7DA Tax Lot 13900, 14000, 14100 Zone R-1

Applicant Name: RAFAEL OTERO, Patricia O'Donnell

Mailing Address: 172 Duane St. Astoria OR 97103

Phone: 503-325-5527 Business Phone: _____ Email: OTERO6942@Gmail.com

Property Owner's Name: Patricia O'Donnell, Rafael Otero

Mailing Address: Same

Business Name (if applicable): _____

Signature of Applicant: _____ Date: 12-11-13

Signature of Property Owner: Rafael Otero Date: _____

Existing Use: SFD with carriage house (detached)

Proposed Use: SFD w/ 1 bedroom Home Stay lodge in carriage house
owner will reside in home at same time as guests

Square Footage of Building/Site: _____

Proposed Off-Street Parking Spaces: 1 space

to operate a one bedroom bed & breakfast in an existing SFD with owner occupancy of dwelling at same time as guests.

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>12-16-13</u>
Labels Prepared:	<u>12/18/13</u>	Tentative APC Meeting Date:	<u>1-28-14</u>
120 Days:			

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

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

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

B/B typically are located in residential areas; lots are large with lots of open space and street frontage; site has views of Col River

- 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.

Duane dead ends to east @ 2nd; not a high traveled road; one pkg space in garage and 4 spaces on R-o-W on paved driveway and gravelled shoulder; no sidewalks in block. @ 2-3 blocks to Marine & public transportation

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

Existing Services

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

No construction proposed.

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

no changes proposed; site is amply landscaped.

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

STAFF REPORT AND FINDINGS OF FACT

January 21, 2014

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER

SUBJECT: VARIANCE REQUEST (V13-20) BY RAFAEL OTERO FROM OFF-STREET PARKING REQUIREMENTS OF ONE ADDITIONAL SPACE TO ALLOW A ONE BEDROOM HOME STAY LODGING WITH ZERO ADDITIONAL PARKING AT 172 DUANE STREET

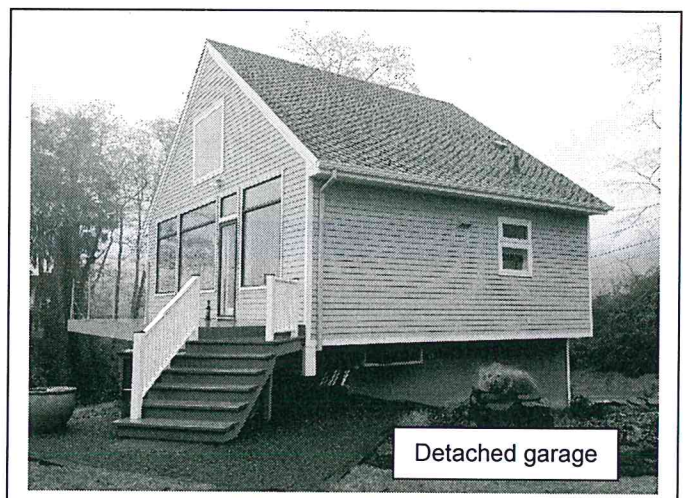
I. BACKGROUND SUMMARY

- A. Applicant: Rafael Otero
Patricia O'Donnell
172 Duane Street
Astoria OR 97103
- B. Owner: Rafael I Otero
Patricia A O'Donnell
172 Duane Street
Astoria OR 97103
- C. Location: 172 Duane Street; Map T8N-R9W Section 7DA, Tax Lots 13900, 14000, 14100; Lots 1, 6, 7, 8, Block 34, McClure
- D. Zone: R-1, Low Density Residential
- E. Lot Size: 50' x 200' plus 100' x 100' (20,000 square feet)
- F. Request: Variance from required one additional parking space to operate a one bedroom Home Stay Lodging in a detached garage with the owner residing full-time in an existing single-family dwelling with no additional off-street parking.

II. BACKGROUND

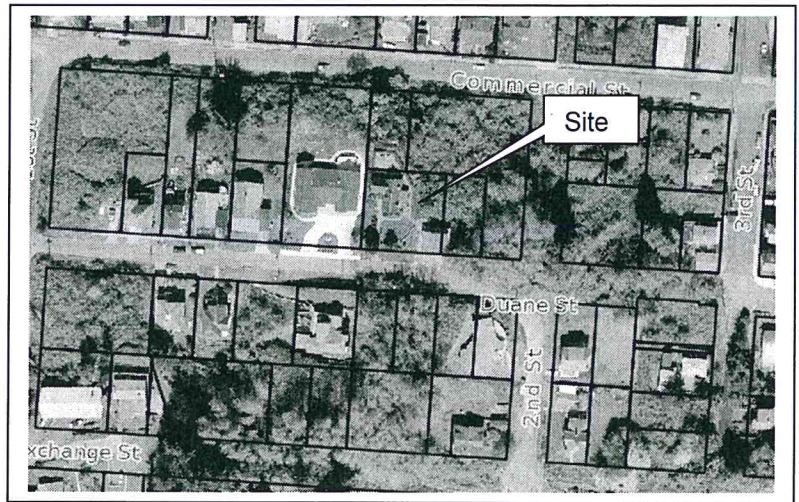
A. Site:

The residence is located on the north side of Duane Street just west of 2nd Street. The house sits approximately 45' back from the front property line with a detached garage located on the front property line. The front property line is approximately 14' from the paved portion of Duane Street.



B. Adjacent Neighborhood:

The neighborhood is developed with primarily single-family dwellings. Lots are a mixture of standard (5,000 square foot), narrow (25'), and larger than standard lots. Not all of the lots in the block are developed (existing 10 single-family dwellings), and several of the vacant lots are owned by the City. The Duane Street right-of-way is platted 60' wide but is only improved with an approximate 20' wide paved area.



Only one house has a sidewalk within the right-of-way. 1st and 2nd Streets are only partially improved and are not through streets. In fact, the 1st and Commercial Street intersection is no longer a passable street as it was destroyed in the Bond/Commercial Street slide several years ago. This creates a secluded neighborhood with a variety of yards and open space.

C. Proposal:

The applicant requests a permit to allow one bedroom in the detached garage to be rented for transient lodging. The proposed use would require one additional off-street parking space which the applicant cannot provide. He has applied for a variance to allow parking on the paved garage driveway which is located within the Duane Street right-of-way. The applicant is the property owner and would live in the house at the same time the guests are in the garage.

The proposed use as a one bedroom Home Stay Lodging facility requires that the facility be owner occupied and requires a conditional use permit in the R-1 Zone. The owner has submitted a conditional use (V13-10) application which will be considered by the APC at this same meeting.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on January 6, 2014. A notice of public hearing was published in the Daily Astorian on January 21, 2014. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.025(8) allows "Home Stay Lodging" as a Conditional Use in the R-1 Zone, in accordance with Article 11 concerning Conditional Uses.

Finding: The applicant proposes to operate a facility with one bedroom and the owner residing full-time while there are guests. The facility is classified as a Home

Stay Lodging and is being reviewed as a Conditional Use (CU13-10) by the APC at this same meeting.

- B. Section 2.050(1) states that *"All uses will comply with applicable access, parking, and loading standards in Article 7"*.

Section 7.100(H) requires "two spaces per dwelling unit" for single-family, two-family, or three unit dwelling units.

Section 7.100(H) requires two spaces per dwelling unit and one additional space per bedroom for a Home Stay Lodging.

Finding: The proposed use will be in an existing single-family dwelling with one room for transient use. A total of three parking spaces are required for the proposed use. There are two off-street parking spaces for the dwelling. The applicant would need to provide the one additional space for the transient lodging or obtain a Variance. He has submitted an application for a parking variance.

- C. Section 12.040 states that *"Variances from the requirements of this Code with respect to off-street parking and loading facilities may be authorized as applied for or as modified by the City Planning Commission, if, on the basis of the application, investigation, and the evidence submitted by the applicant, all three (3) of the following expressly written findings are made:"*

1. *"That neither present nor anticipated future traffic volumes generated by the use of the site or use of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the requirements of this Code; and"*

Finding: The present use as a single-family dwelling requires two off-street parking spaces which are currently provided. One additional parking space would be required for the one bedroom Home Stay Lodging. This is a residential urban neighborhood with mostly single-family dwellings on a variety of sizes of lots with several City-owned vacant lots. Most dwellings on this block of Duane Street have some off-street parking. The site is located approximately five blocks from the start of the commercial area downtown.

While bed and breakfast type establishments are open seven days a week, the majority of use is generally on the weekends. Guest vehicles would be parked over the evening hours, but we have found that guests at lodging facilities located close to downtown will leave their vehicle all day and use other means of transportation, such as walking to their destinations. Increased traffic associated with transient lodging on a street could intrude on the neighborhood. However, with a one bedroom facility, the number of vehicle trips would be sporadic and not on a daily basis. With a single-family dwelling, the number of vehicle trips would include multiple trips daily. Use of the home for transient lodging would be a low impact use of the single-family home. The impact from one additional vehicle in the neighborhood on an occasional basis would be minimal. This is based on the concept that a

“family” of four living in the home using all bedrooms for the family could theoretically have four vehicles which would be more of an impact than the single-family dwelling with a one bedroom transient lodging.

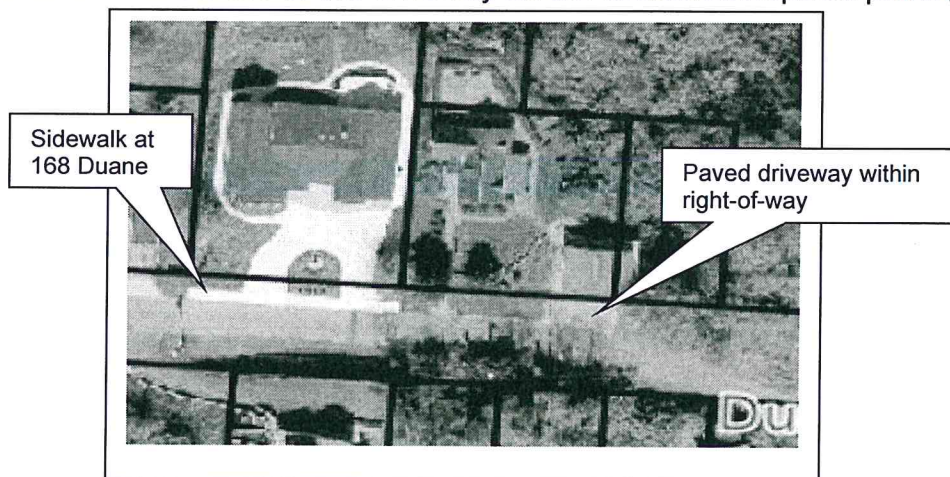
Trip Generation, Institute of Transportation Engineers, 1991 indicates the following averages for vehicle trips associated with these two uses:

<u>Day of Week</u>	<u>Single-Family Dwelling</u>	<u>Recreational Home</u>
Weekday	9.55	3.16
Saturday	10.19	3.07
Sunday	8.78	2.93

Therefore, the vehicle trips associated with a home stay lodging (recreational home) would be less than an existing or new single-family dwelling in this neighborhood. The traffic impact associated with this use would be minimal with approximately three vehicle trips per day. A strict interpretation of the requirement is not required.

2. *“That the granting of the variance will not result in the parking or loading of vehicles on public streets in such a manner as to materially interfere with the free flow of traffic on the streets;”*

Finding: Duane Street is platted 60' wide with a 20' paved road and a sidewalk only in front of one site to the west at 168 Duane. The applicant has a paved garage driveway apron that is approximately 19' deep x 31' wide located completely within the right-of-way. This area can be used to park at least two vehicles. However, since it is within the right-of-way, it cannot be considered as “off-street” parking and the applicant has applied for a parking variance to allow use of this driveway for the additional required parking.



The improved portion of Duane Street is one block long and straight but starts to curve onto 2nd Street just east of the subject site. The only traffic on this street would be local traffic due to the limited access. With the ample sight distances, paved driveway, and intersecting streets, parking maneuvering should not be a problem. It is anticipated that the street will be able to accommodate future traffic generated by the transient lodging.

3. *"That the granting of the variance will not create a safety hazard."*

Finding: As noted above, Duane Street is developed to a width of 20' and is not a highly traveled street. There is good visibility on this street. Parking of personal vehicles on a residential street would not create a hazard. Granting the variance will not create a safety hazard.

V. CONCLUSION AND RECOMMENDATION

The request, in balance, meets all the applicable review criteria and Staff recommends approval with the following conditions:

1. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.
2. The applicant shall obtain conditional use permit approval for the proposed use.

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 including registering with the City for the Transient Room Tax.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT



No. V B-20

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

*fl by
Vista*

PARKING VARIANCE APPLICATION

Property Location: Address: 172 Duane

Lot 1-6-7-8 Block 34 Subdivision McClure

Map 7DA Tax Lot 13900, 14000 Zone R-1

Applicant Name: Rafael Otero Patricia O'Donnell *OK*

Mailing Address: 172 Duane St. Astoria OR. 97103

Phone: 503 325-5527 Business Phone: _____ Email: OTERO6942@gmail.com

Property Owner's Name: Patricia O'Donnell Rafael Otero

Mailing Address: 172 Duane St Astoria OR 97103

Business Name (if applicable): _____

Signature of Applicant: Rafael Otero Date: 12-11-13

Signature of Property Owner: Rafael Otero Date: 12-11-13

Existing/Proposed Use: SFD w/ 1 bedroom Home Stay lodging

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

from 3 required off-street parking spaces to provide
1 space for a one bedroom bed & breakfast in an
existing SFD with owner occupancy *OK*

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>12-16-13</u>
Labels Prepared:	<u>12/18/13</u>	Tentative APC Meeting Date:	<u>1-28-14</u>
120 Days:			

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Briefly address the following criteria to **PARKING RELATED VARIANCES:**

12.040. VARIANCE FROM STANDARDS RELATING TO OFF-STREET
PARKING AND LOADING FACILITIES.

Variances from the requirements of this Code with respect to off-street parking and loading facilities may be authorized as applied for or as modified by the City Planning Commission, if, on the basis of the application, investigation, and the evidence submitted by the applicant, all three (3) of the following expressly written findings are made:

1. That neither present nor anticipated future traffic volumes generated by the use of the site or use of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the requirements of this Code; and

One bedroom would generate one add'l vehicle on an irregular basis; street is dead end & not highly traveled

2. That the granting of the variance will not result in the parking or loading of vehicles on public streets in such a manner as to materially interfere with the free flow of traffic on the streets; and

large area within R-o-w on shoulders for 2 vehicles on driveway in front of garage & 2 vehicles on gravel area in front of house/yard - off paved travel lanes.

3. That the granting of the variance will not create a safety hazard.

Slow, limited traffic in this area.; clear view of traffic on Duane

Attach Site Plan

Memorandum

Date: January 21, 2014
To: City of Astoria Planning Commission
cc: Brett Estes and Rosemary Johnson, City of Astoria Community Development Department
From: Matt Hastie, Shayna Rehberg, and Cathy Corliss
Re: Draft Civic Greenway Plan Area Amendments #1c (Task 3.1) ¹

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 Plan Area (Phase 1) and Bridge Vista Plan Area (Phase 2). As a first step in this process, the project team prepared a Code Evaluation Report summarizing development code issues to be addressed in drafting these amendments for the Civic Greenway Plan Area, which is shown in Figure 1. The current zoning within the Civic Greenway Plan Area is shown in Figure 2.

After reviewing the Code Evaluation Report with City and TGM program staff, as well as members of the Astoria Planning Commission, the project team began drafting preliminary code amendment language to address selected code issues. The group agreed to prepare three sets of draft code amendments to allow for adequate review of the draft code amendments with the Planning Commission and public. This memo represents the third set of three sets of draft code issues and amendments for the Civic Greenway Plan Area (Amendments #1c). These issues and amendments address the following topics:

- Zone change
- New residential zone
- Cottage cluster development provisions
- Residential design standards

¹ 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 21st 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.

- Development standards
- Implementation

This memo generally summarizes a set of recommendations related to the topics listed above for consideration and discussion by the Planning Commission. The memo also includes draft code language to implement those recommendations.

As stated in previous work sessions with the Planning Commission, the objective of this project is to identify amendments to the city's Development Code that will implement recommendations in the Astoria Riverfront Vision Plan. The intent is not to revisit or revise recommendations from that Plan which has been adopted by the Astoria City Council. For context, key land use recommendations from the Riverfront Vision Plan are listed below.

Civic Greenway Planning Vision Plan Land Use Assumptions and Objectives

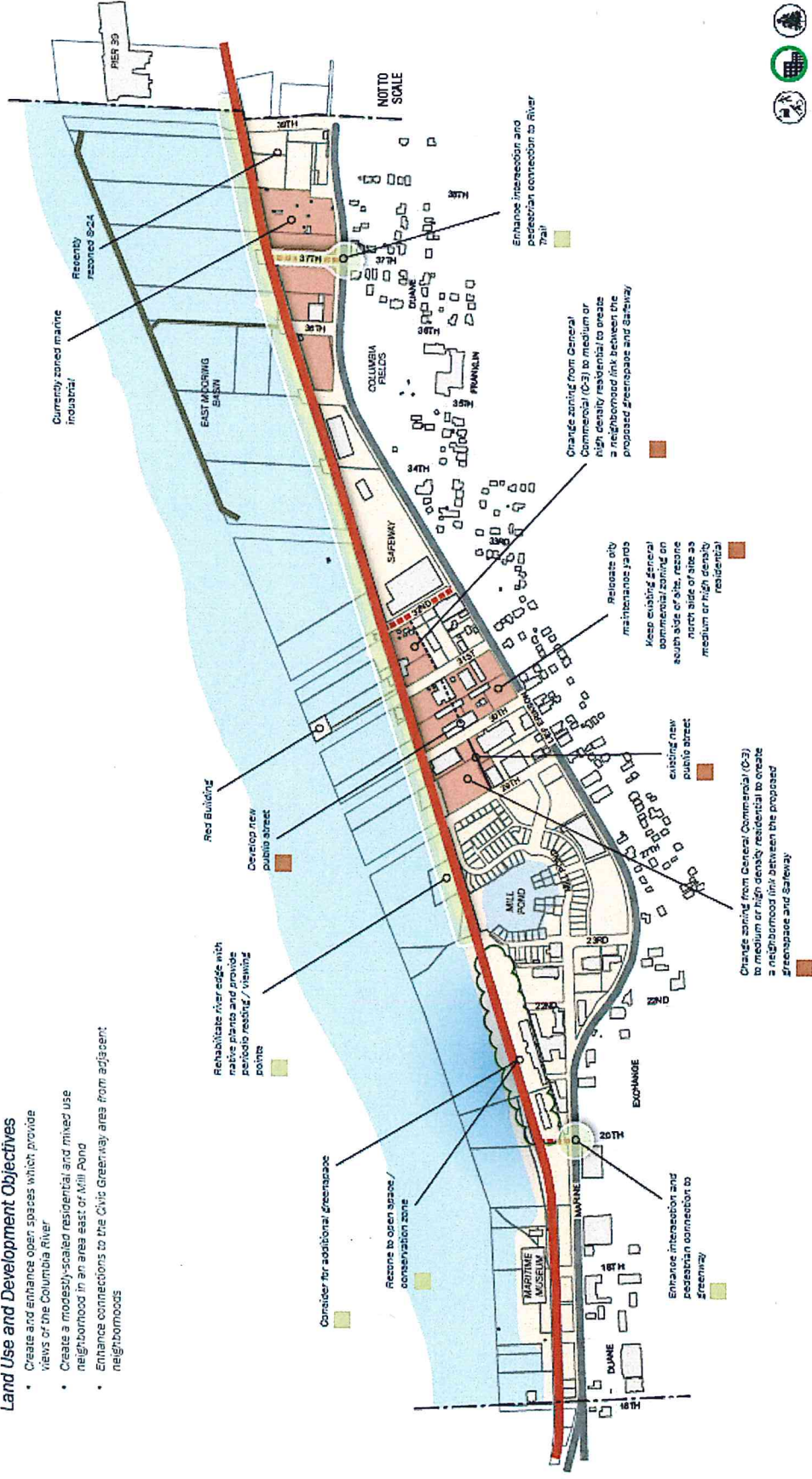
- Protect river vistas to maintain physical and visual connections to the Columbia River.
- Create and enhance open spaces which provide views of the Columbia River, ranging from smaller, more intimate spaces to larger gathering places.
- Create a modest scale residential and mixed use neighborhood in an area east of Mill Pond.
- Enhance connections to the Civic Greenway area from adjacent neighborhoods.
- Encourage maritime related uses consistent with Astoria's working riverfront such as docks, piers, marinas, and associated uses that provide jobs and maintain a historic connection to the River.
- Continue to permit repair of existing overwater structures.

Figure 1: Civic Greenway Plan Area

CIVIC GREENWAY

Land Use and Development Objectives

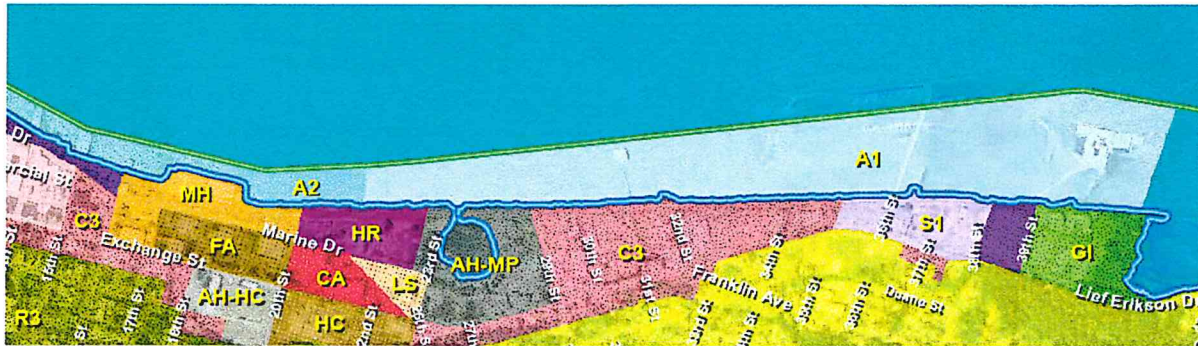
- Create and enhance open spaces which provide views of the Columbia River
- Create a modestly-scaled residential and mixed use neighborhood in an area east of Mill Pond
- Enhance connections to the Civic Greenway area from adjacent neighborhoods



CIVIC GREENWAY

ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
OCTOBER 2008

Figure 2: Zoning in the Civic Greenway Plan Area



B. ZONE CHANGE

The Riverfront Vision Plan recommends a change in zoning from General Commercial (C-3) to medium density residential for several parcels in a proposed new neighborhood between the Mill Pond neighborhood and Safeway. These parcels are located in the northern half of the blocks between 29th and 32nd Streets, and do not reach to or front Marine Drive. They are shown as Sites 1, 2, and 3 in Figure 3.

In considering whether and how to move forward with this rezoning recommendation, the City also will need to consider the impact of zoning this land from commercial to residential use in light of its overall long-term supply of commercially zoned land. The City's recently adopted Economic Development Opportunities Analysis and Buildable Lands Inventory (2011) indicates that the City has a relatively limited supply of commercially zoned land (6.5 acres). However, it also has a deficit of residential land (-15.3 acres), with the greatest need for additional land for single-family detached housing. Therefore, the recommended rezoning would address the greater need for residential land. It also would be consistent with recommendations in the City's Goal 10 Housing Needs Assessment to zone some single-family residential land for higher densities.

The area being considered for rezoning includes a combination of land that is currently used for the City's Public Works facilities and adjacent land that is partially vacant. A portion of the land that is currently used for the City's Public Works facilities also could be redeveloped for commercial use. This would offset the change in the supply of commercially zoned land to some degree. Additional analysis of this issue will be conducted as part of any zone change recommendation.²

² Per requirements associated with Statewide Goal 9 (Economic Development), Oregon Administrative Rule (OAR) 660-09-0010(4)(a)-(c) requires the City to do the following:

- (a) Demonstrate that the proposed amendment is consistent with its most recent economic opportunities analysis and the parts of its acknowledged comprehensive plan which address the requirements of this division; or
- (b) Amend its comprehensive plan to incorporate the proposed amendment, consistent with the requirements of this division; or
- (c) Adopt a combination of the above, consistent with the requirements of this division.

Figure 3: Sites of Potential Zone Change

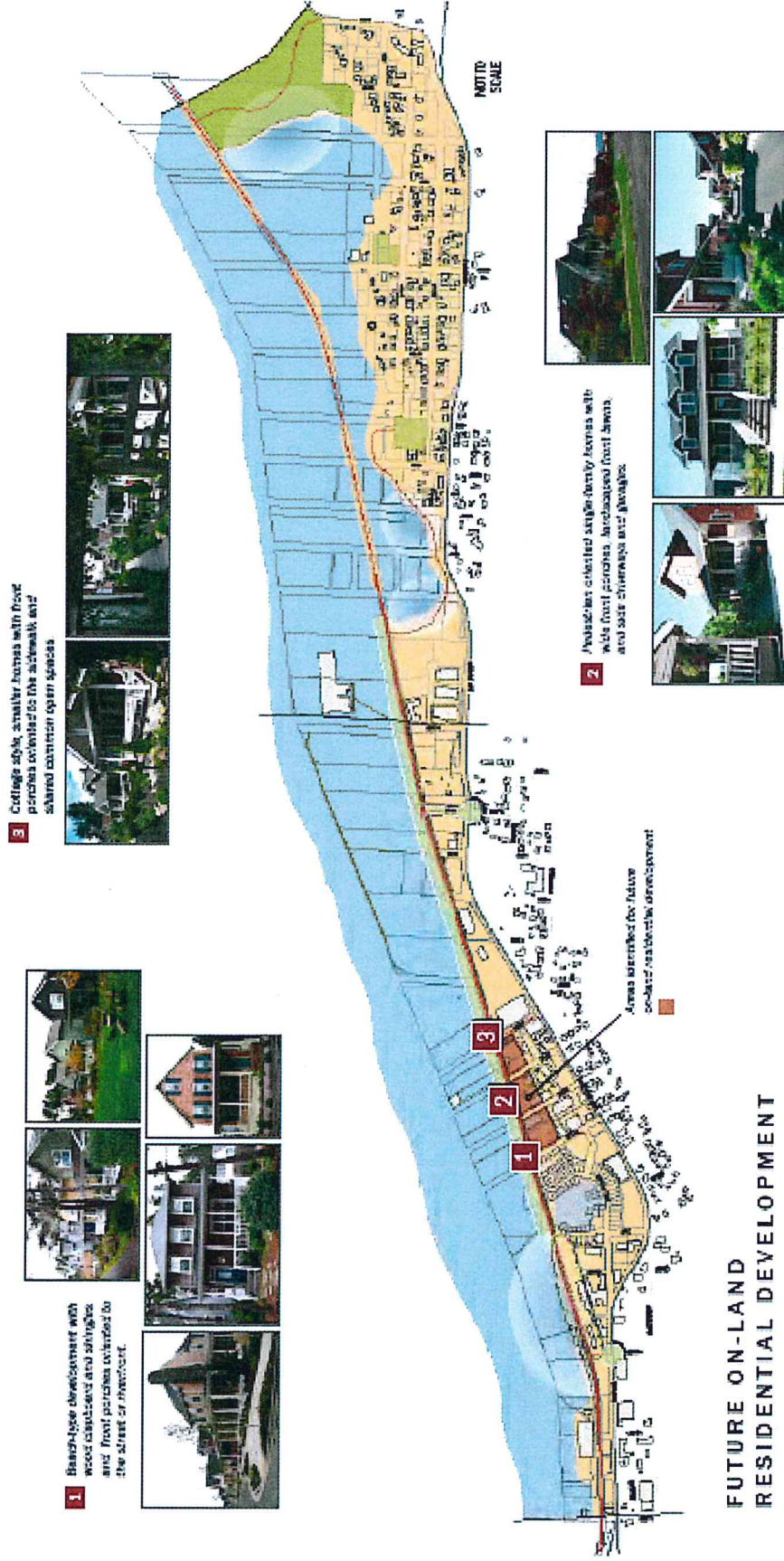


Table 1: Comparison of Use and Development Standards in the R-2 Zone and AH-MP Zone

	Permitted Residential Uses	Density	Max Height	Max Lot Coverage	Min Landscaping	Min Setbacks
R-2	<p>Permitted outright:</p> <ul style="list-style-type: none"> Single-family dwelling Two-family dwelling <p>Permitted conditionally:</p> <ul style="list-style-type: none"> Multi-family dwelling Cluster development 	<ul style="list-style-type: none"> Min 5,000 sf lot single-family residential (max density 8 units/acre per Comprehensive Plan) Min 7,500 sf lot two-family residential (max density 10 units/acre per Comprehensive Plan) Min 5,000 sf lot plus 2,500 sf additional unit multi-family residential (max density 24 units/acre per Comprehensive Plan) 	28'	40%	None	<p>Front setback – 20'</p> <p>Side setback – 5', except corner lots 15'</p> <p>Rear setback – 15', except corner lots 5'</p>
AH-MP	<p>Permitted outright:</p> <ul style="list-style-type: none"> Single-family dwelling Two-family dwelling Multi-family dwelling <p>Note: Cluster development not permitted/specified</p>	<p>Min density 18 units/net acre</p>	<p>35' (for small individual lots)</p> <p>45' (for four larger lots fronting Marine Drive)</p> <p>(Min height 24' in GO zone)</p>	None	<p>20% of zone and 10% of total area of lots with frontage on Marine Dr. and of Lot 47</p>	<p>None</p> <p>(Min 25-foot view corridor between Marine Drive and the Columbia River, 75 feet recommended)</p>

1. Rezoning Considerations

In determining what base zone to use to implement the recommendations for a new residential neighborhood in the Civic Greenway, project team members considered three options:

1. Use the R-2 (Medium Density Residential) zone.
2. Use the AH-MP (Mill Pond) zone.
3. Create and apply a new base zoning designation.

In assessing these options, the project team considered issues related to setbacks³, lot coverage, density, housing scale, and housing types allowed in those zones in relationship to the recommendations in the Riverfront Vision Plan.

Table 1 shows how existing regulations related to residential uses, height, lot coverage, landscaping, and setbacks compare between the Medium Density Residential (R-2) and Attached Housing/Mill Pond (AH-MP) zones.

Following is a summary of issues associated with applying either the AH-MP or the R-2 zone to the proposed new residential area.

- **Lot size and density** – Densities and lot sizes envisioned in the new residential area fall somewhere between the density and lot size requirements established in the R-2 and AH-MP zones.
- **Setbacks and lot coverage** – City staff report that development in the AH-MP zone, which has no setback or lot coverage standards and a high minimum density requirement, does not result in separation between buildings, open space, and views that are desired for the rest of the Civic Greenway Plan Area. In comparison, setback requirements are higher and lot coverage requirements are lower in the R-2 zone than are envisioned for the new residential area. Setback and stepback provisions are also being recommended along rights-of-way in the Civic Greenway Plan Area.
- **Height** – A “modest” building scale can be achieved, in part, by limiting building height. As discussed in the Draft Amendments 1b memo dated 12/31/13, it is recommended that building height be limited to 28 feet in the Civic Greenway Plan Area, with specified allowances for more height. The maximum height requirement in the R-2 zone is more consistent with this recommendation than the maximum height requirements in the AH-MP zone.
- **Housing variety** – A range of housing types is currently permitted outright in both the AH-MP and R-2 zones. Cluster development is allowed as a conditional use in the R-2 zone but not in the AH-MP zone. Multi-family dwelling are permitted in both zones but not envisioned as a permitted use in the new residential area. The project team recommends allowing cluster development outright. Enhancing current cluster development provisions is discussed in Section B3 of this memo.

³ “Setbacks” are the minimum distance required between a structure and a lot line. A “yard” is the portion of a lot created by the setback. Yards are generally required to be unobstructed by structures.

Given that neither the R-2 zone nor AH-MP zone consistently meet the objectives for the new residential area, it is recommended a new residential zone be established. The new zone should use most of the provisions in the AH-MP zone as a starting point, with modifications to density, setbacks, height, allowed uses, and cluster development provisions as described above.

Project Team Recommendation: Create a new residential zone as described above and on the following pages. Re-zone the sites in Figure 3 (the northern half of the blocks between 29th Street and 32nd Street) to this new residential zone.

2. New Residential Zone

As discussed in the previous section, it is recommended that a new residential zone be created that allows for medium to high density residential development, with provisions for setbacks and height as well as cluster development. Figure 4 provides sample code language for this new residential zone, which is referred to as the Compact Residential (CR) zone.

Figure 4: Sample Code Language for New Residential Zone

COMPACT RESIDENTIAL ZONE

____. PURPOSE.

The purpose of the Compact Residential (CR) Zone is to provide opportunities for modest scale residential development, including single-family homes on smaller lots, two-family homes, and cottage cluster development, incorporating open space between homes and with a strong orientation to the Columbia River and adjacent commercial and other residential areas.

____. USES PERMITTED OUTRIGHT.

The following uses and their accessory uses are permitted in this CR Zone if the Community Development Director determines that the uses will not violate standards referred to in Sections [____ through ____/development standards sections], additional Development Code provisions, the Comprehensive Plan, and other City laws:

1. Arts and crafts studio.
2. Family day care center.
3. Home occupation, which satisfies the requirements of Section 3.095.
4. Single-family dwelling.
5. Two-family dwelling.
6. Cottage cluster development meeting the requirements of Section 3.____.
7. Residential home.

____. CONDITIONAL USES PERMITTED.

The following uses and their accessory uses are permitted in the CR Zone if the Planning Commission, after a public hearing, determines that the location and development plans comply with applicable standards referred to in Sections [____ through ____/development standards], additional Development Code provisions, the Comprehensive Plan, and other City laws:

1. Bed and breakfast.
2. Day care center, only in the community building of a cottage cluster development meeting the requirements of Section 3.____.
3. Home stay lodging.
4. Public or semi-public use.
5. Temporary use meeting the requirements of Section 3.240.

____. SETBACKS.

Uses in the CR Zone will comply with the following minimum setback requirements or the setback requirements of applicable overlay zones, whichever requirements are greater.

1. The minimum front setback shall be 10 feet. Front steps are permitted to encroach into front setbacks.

2. The minimum side setback shall be five (5) feet, except on corner lots where the side setback on the street side shall be a minimum of 10 feet.
3. The minimum rear setback shall be 15 feet, except on corner lots where the rear setback shall be a minimum of five (5) feet.
4. Uses in the CR Zone that are part of a cottage cluster development will comply with the setback requirements in Section 3._____.

_____. LOT SIZE AND DENSITY.

Uses in the CR Zone shall meet the following lot size requirements that are applicable to the particular use:

1. The minimum lot size for a single-family dwelling is 2,500 square feet. The maximum lot size for a single-family dwelling is 4,000 square feet.
2. The minimum lot size for a two-family dwelling is 4,000 square feet. The maximum lot size for a two-family dwelling is 6,000 square feet.
3. Uses in the CR Zone that are part of a cottage cluster development shall have a maximum density of 24 units/acre.

_____. LOT COVERAGE/LANDSCAPED OPEN AREA.

1. Maximum lot coverage for individual lots in the CR Zone shall be 80%.
2. Cottage cluster development shall be subject to common open space and private open space requirements in Section 3._____.
3. All landscaping shall meet the requirements of Sections 3.105 through 3.120 and applicable overlay zones.

_____. HEIGHT OF STRUCTURES.

No structure will exceed a height of 28 feet above grade, except where applicable overlay zones require otherwise.

_____. OTHER APPLICABLE STANDARDS.

1. Access to garages, carports or other parking areas shall be from an alley or from the street adjacent to the side yard of a corner lot. Driveways shall have a minimum depth of 16 feet.
2. Outdoor storage areas will be enclosed by appropriate vegetation, fencing, or walls.
3. Where feasible, joint access points and parking facilities for more than one use should be established.
4. Access drives and parking areas should be located on side streets or non-arterial streets.
5. All uses will comply with access, parking, and loading standards in Article 7, with the exception that parking in the CR Zone is permitted on a separate lot provided it is within 100 feet of the development.
6. Conditional uses will meet the requirements in Article 11.
7. Signs will comply with requirements in Article 8 and specifically, residential uses will comply with the specific regulations in Section 8.160.

8. All structures will have storm drainage facilities that are channeled into the public storm drainage system or a natural drainage system approved by the City Engineer. Developments affecting natural drainage shall be approved by the City Engineer.
9. Where new development is within 100 feet of a known landslide hazard, a site investigation report will be prepared by a registered geologist. Recommendations contained in the site report will be incorporated into the building plans.
10. All uses will comply with the requirements of applicable overlay zones.
11. Outdoor lighting in the residential areas shall be designed and placed so as not to cast glare into adjacent properties. The Community Development Director may require the shielding or removal of such lighting where it is determined that existing lighting is adversely affecting adjacent properties.

3. Cottage Cluster Development Provisions

Existing cluster development provisions in Section 11.160 in Article 11 (Conditional Uses) are minimal, and City staff has requested that development standards specifically for the cottage cluster development be prepared. The provisions presented in Figure 5 include clear and objectives standards so that cluster development can be permitted outright in the new residential zone and other zones in the future, if desired. The proposed language begins with definitions of terms that are used in the cottage cluster development provisions, which will be incorporated into the existing definitions section of the City Development Code (Section 1.400).

Figure 5: Proposed Cottage Cluster Development Provisions

1.400 DEFINITIONS

ACCESSORY STRUCTURES IN A COTTAGE CLUSTER DEVELOPMENT: Includes shared accessory structures such as parking or storage buildings, not permitted within a common open space and required to be screened from view from common open space; and individual accessory structures such as garages attached to cottages, which may not face the common open space. These structures may or may not be on the same lot as the cottages. *[Note: This definition will be included indented underneath an existing definition for accessory structures, which are defined as structures incidental and subordinate to the main use and located on the same lot as the main use.]*

CARRIAGE HOUSE DWELLING UNIT: A dwelling unit on the second floor of a common parking structure.

COMMON OPEN SPACE: An area improved for recreational use or gardening that all owners in the development own and maintain in common through a homeowner's association, condominium association, or similar mechanism.

COTTAGE: A detached, site-built, single-family or two-family dwelling unit that is part of a cottage cluster development ~~and that contains 1,250 square feet or less of gross floor area.~~

COTTAGE CLUSTER: A group of four to 12 cottages, arranged around a common open space.

FOOTPRINT: The gross floor area of a ground-level story.

3. COTTAGE CLUSTER DEVELOPMENT

A. Purpose. A cottage cluster development is a small cluster of dwelling units appropriately sized for smaller households and available as an alternative to the development of typical detached single-family and two-family homes on individual lots. Cottage cluster development is intended to address the changing composition of households, and the need for smaller, more diverse, and often, more affordable housing choices. Providing for a variety of housing types also encourages innovation and diversity in housing design and site development, while ensuring compatibility with surrounding single-family residential development.

B. Ownership and parcelization. Cottage cluster developments may be sited on one commonly owned parcel with individual cottages owned in a condominium, cooperative, or similar arrangement, or cottages may be on individual lots with shared amenities and facilities owned in common. Applicants must submit proof that a homeowner's association or other long-term management agreement will be established to ensure the maintenance of development elements in common ownership.

C. Review procedures.

1. Review procedures

a. Applications for cottage cluster development on a single lot will be reviewed by the Community Development Director.

b. The City shall review the submitted preliminary plat for cottage cluster development applications involving subdivision in accordance with Article 13.

D. Standards. Cottage cluster developments are subject to the following standards:

1. Density: Cottages may be built up to the density established for cottage cluster development in the underlying zone.

2. Number of cottages: A cottage cluster development is composed of four (4) to twelve (12) dwelling units.

3. Cottage design: The cottages in a cottage cluster development are subject to the following standards:

a. Maximum floor area. The gross floor area of each cottage shall not exceed 1,250 square feet.

b. Maximum footprint: The footprint of each cottage unit shall not exceed 800 square feet, or 1,200 square feet including a garage. A communal garage or parking structure is permitted, and is not subject to the maximum footprint requirements for cottages.

c. Maximum height. The height of each cottage shall be the same as required by the underlying zoning and applicable overlay zoning.

d. Setbacks. The setbacks from adjacent property lines along the perimeter of the cottage cluster development shall be the same as required by the underlying zone. The minimum distance between all structures, including accessory structures, shall be in accordance with building code requirements (at least six (6) feet spacing between buildings).

e. Private open space. Each cottage may have private open space for the exclusive use of the cottage residents. Private open space does not count towards the required common open space.

f. Orientation of cottages. Cottages shall be clustered around the common open space. Each cottage shall have a primary entrance and covered porch oriented to the common open space. All cottages shall be within 10 feet from the common open space, measured from the façade of the cottage to the nearest delineation of the common open space. The design of the common open space shall not use unusable lot area or projections to meet this requirement. Unusable lot area includes, but is not limited to, foundation landscaping, or enlarged or enhanced parking strips or sidewalks. Lots in a cottage cluster development are not required to abut a public street.

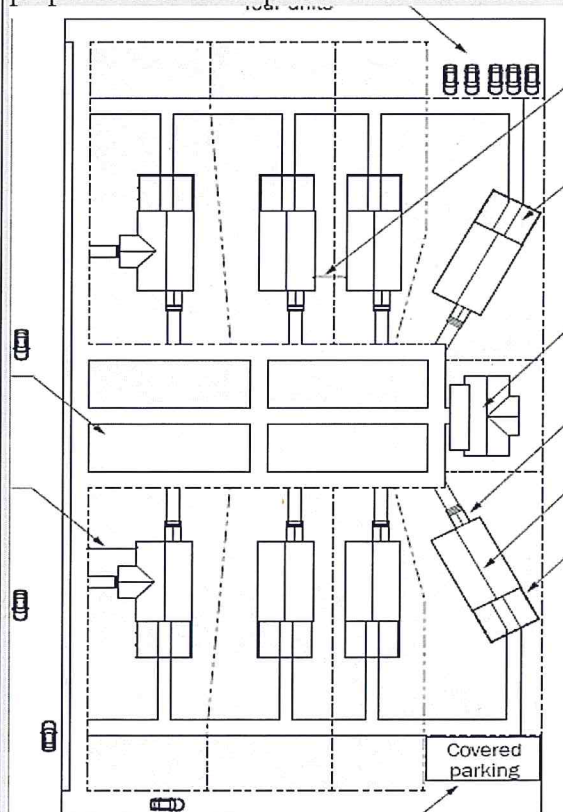
g. Public street facing facades. Cottages abutting a public street shall have a secondary entrance or a porch, bay window, or other major architectural feature oriented to the public street or the River Trail. Garage or carport entrances may not face a public street or the River Trail.

h. Porches. Each cottage shall have a covered open porch that shall be oriented toward the common open space and that shall be at least six feet in depth measured perpendicular to the abutting building facade and at least 60 square feet in area.

4. Community buildings. Cottage cluster developments may include community buildings that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. They shall have a footprint of no more than 800 square feet and may not exceed one story in height. Their design, including the roof lines, shall be similar to and compatible with that of the cottages within the cottage cluster development.

Figure 3. ___ -1: Cottage Cluster Development Layout

[Note: This is a sample illustration. Labels and dimensions will be added and/or new illustrations will be prepared once development standards are decided.]



6. Common open space: Cottage cluster developments shall have a common open space in order to provide a sense of openness and community of residents. Common open space is subject to the following standards:

- a. Each cottage cluster development shall contain at least 2,000 square feet of common open space regardless of the number of cottages in the cluster, and not less than 400 square feet of common open space per cottage.
- b. The common open space shall be in a single, contiguous, useable piece.
- c. Cottages shall abut the common open space on at least two sides of the open space.
- d. Parking areas, required yards, private open space, and driveways do not qualify as common open space.

7. Parking. Parking for a cottage cluster developments is subject to the following standards:

- a. Minimum number of parking spaces. Cottage cluster developments shall have at least one parking space for each cottage with a gross floor area of 700 feet or less, and 1.5 parking spaces for each cottage with a gross floor area of greater than 701 square feet (rounded up to the nearest whole number).
 - b. Guest parking. Cottage cluster developments shall have at least 0.5 additional guest parking spaces for each cottage in the development, rounded up to the nearest whole number. These spaces shall be clearly identified as being reserved for guests.
 - c. Reduction in number of required parking spaces. The required number of guest parking spaces may be reduced by the number of on-street parking spaces on public streets adjacent to and immediately abutting the cottage cluster development.
 - d. Clustering and parking structures. Parking areas may be arranged in clusters limited to no more than five contiguous spaces. Clustered parking areas may be covered. Up to two (2) carriage house dwelling units are permitted on the second floor of a parking structure.
 - e. Parking access. Parking areas shall be accessed only by a private driveway or public alley. No parking space may access a public street directly. No parking space may be between a public street and cottages abutting the public street.
 - f. Design. The design of garages, carports, and parking structures, including the roof lines, windows, and trim, shall be similar to and compatible with that of the cottages within the cottage cluster development.
 - g. Screening. Landscaping or architectural screening at least three feet tall shall separate parking areas and structures from the common area and public streets. Solid fencing (e.g., board, cinder block) shall not be allowed as an architectural screen.
 - h. Location. Parking can be grouped and located on a separate lot within 100 feet of an edge of the cottage cluster development.
8. Frontage, access, and walkways.
- a. Frontage. The parent parcel shall have frontage on a public street. If individual lots are created within the cluster development, each lot shall abut the common open space, but is not required to have public street frontage.
 - b. Access. No part of any structure shall be more than 150 feet, as measured by the shortest clear path on the ground, from fire department vehicle access, unless the building has a fire suppression system.
 - c. Walkways. A cottage cluster development shall have sidewalks abutting all public streets. A system of interior walkways shall connect each cottage to the common open space, parking areas, private driveways, any community buildings, the sidewalks abutting any public streets bordering the cottage cluster development, and other pedestrian or shared use facilities such as the River Trail. Sidewalks

abutting public streets shall meet the width requirements established in the TSP, and interior walkways shall be at least four (4) feet in width.

9. Interior fences. Fences on the interior of the cottage cluster development shall not exceed three (3) feet in height and shall not consist of solid (e.g., board, cinder block) fencing.

10. Existing structures. On a lot or parcel to be used for a cottage cluster development, an existing detached single-family dwelling that may be nonconforming with respect to the requirements of this section may remain, but the extent of its non-conformity may not be increased. Such dwellings shall count towards the number of cottages allowed in the cottage cluster development.

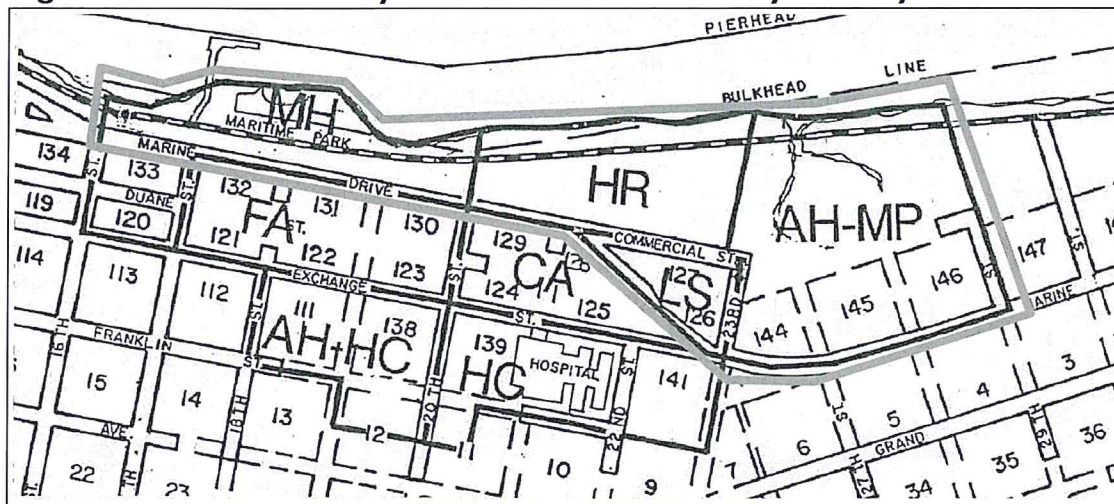
F. Conflicts. In the event of a conflict between this section and other sections of the Astoria Development Code, this section shall control.

Project Team Recommendation: Establish new cottage cluster development provisions that include standards for cluster housing design and density, common open space, community buildings, parking, access, and internal circulation. Apply these requirements to new cottage cluster development in the CR zone in the Civic Greenway. Continue to apply existing cluster development requirements to uses in other areas.

C. RESIDENTIAL DESIGN STANDARDS

As outlined in blue in Figure 6, the western portion of the Civic Greenway Plan Area is within the City's existing Gateway Overlay (GO) zone, although the GO zone extends further south than the Civic Greenway Plan Area. The overlay zone requires design review and adherence to architectural guidelines that encourage styles characteristic of Astoria's Uppertown and the working waterfront for commercial, industrial, and residential development.

Figure 6: Civic Greenway Plan Area in the Gateway Overlay Zone



Existing Gateway Overlay (GO) zone provisions consist of applicability standards, design guidelines, and "other applicable use standards," which address building orientation, building massing, landscaping, and underground utilities. It is recommended that the GO zone be extended to cover

the entire Civic Greenway Plan Area and, thus, that the design guidelines be applied to the area to support development that is high quality, historic in style, and compatible with surrounding development.⁴

Existing GO zone design guidelines address the design elements below. The guidelines address these design elements in terms of all building types, residential, commercial, and waterfront industrial.

- Building form
- Windows
- Exterior wall treatments
- Roof elements
- Roofing materials
- Signs
- Exterior lighting
- Other design elements/awnings

The City must provide clear and objective standards as an option for development of “needed housing.” So, in addition to extending GO zone design guidelines to apply to the Civic Greenway Plan Area, a new section of clear and objective design standards for residential development – using the GO zone design guidelines as a starting point – will be provided in the Civic Greenway Overlay Zone. The Civic Greenway Overlay Zone will allow applicants for residential development to be subject to either the discretionary Design Review Guidelines in Section 14.025 with review by the Design Review Committee, or a set of “clear and objective” design standards in the new overlay zone with review by the Community Development Director. Applicants who choose to apply under the clear and objective design standards will still be allowed to apply for a variance to numeric standards, pursuant to existing City variance procedures in Article 12. (The details of implementation and the overlay zone are discussed further in Section E of this memo.)

An example of what these design standards would look like in code language are provided in Figure 7 below.

[Note: A combination of illustrations from the GO zone design guidelines and new illustrations will be added to the design standards in future drafts.]

Figure 7: Sample Residential Design Standards

Applicability

The following design standards apply to all dwelling unit types (single-family, two-family, and multi-family dwelling unit buildings), unless specified otherwise.

⁴ This would include applying the GO zone to the overwater area of the Civic Greenway Plan Area, where the design guidelines would apply but exceptions would be taken to the GO zone “additional use standards” (building orientation, massing, landscaping, and underground utilities), which would not apply to overwater development.

A. Building Forms

1. All dwelling unit buildings shall be based on a rectangular or square form.
2. Single-family and two-family dwelling units must have a front porch, at least six (6) feet deep and 60 square feet in area.

B. Window Design

The following design standards apply to all façades for all dwelling unit types.

1. Windows required. All facades facing right-of-way shall have windows.
2. Window area. Window area shall cover a minimum of 30% of all street-facing façade areas and shall not exceed 50% of street-facing facade areas.
3. Window lights. Window lite design shall be one of the following:
 - a. Single-lite windows; or
 - b. Multiple-lite true-divided windows; or
 - c. Combination of single and multiple-lite true-divided windows; or
 - d. Applied muntins with profile facing window exterior; or
 - e. Awning windows.
4. Windows shall be fixed or open in one of the following ways:
 - a. Fixed window; or
 - b. Single-hung windows; or
 - c. Double-hung windows;
 - d. Awning windows; or
 - e. Casement windows.
5. Window shape. Window shape shall be one of the following:
 - a. Vertical rectangle; or
 - b. Square.
 - c. Arched or decorative windows are permitted but should not exceed more than 30% of the total window coverage on all facades of the building.
6. Window detailing. Windows shall have casings, sills, and crown moldings. Window detailing shall meet the following requirements.
 - a. Casings shall have minimum dimensions of 5/4 inch x 4 inch.

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

c. The bottom of the sill shall be a minimum of 18 inches above the ground or floor of an abutting deck / porch.

7. Window design prohibited. The follow window design features are prohibited.

a. Applied muntins that have no profile.

b. Smoked, tinted, or frosted glass, except for bathroom windows not on the street-facing facade.

c. Mirrored glass.

d. Horizontal sliding windows.

e. Aluminum frame windows.

C. Exterior Wall Treatments and Materials

The following design standards apply to all dwelling unit types.

1. A minimum of 80% of exterior walls shall be constructed of one or more of the following sets of treatments and materials.

a. Drop siding; or

b. Weatherboard siding; or

c. Clapboard; or

d. Rectangular wood shingle; or

e. Decorative wood shingle; or

f. Board and batten.

2. Horizontal siding shall have six inches or less exposure.

3. Vertical board and batten shall have true battens.

4. Paneled material shall be applied in a manner which avoids the occurrence of seams along the wall plane. Where seams cannot be avoided, they shall be located in a manner that relates logically to windows and other architectural features of the façade. .

3. Exterior wall treatments and materials prohibited. The following types of treatments and materials are prohibited.

a. Exposed textured concrete block.

b. Flagstone or other applied stone products.

c. Precast concrete or decorative concrete panels.

d. Wood shakes.

- e. Plywood paneling.

D. Roof Elements

The following design standards apply to all dwelling unit types.

1. Roof design shall be either one of the following:
 - a. Steep (minimum 5:12 pitch) gable with broad (minimum 1 foot) eaves; or
 - b. Steep (minimum 5:12 pitch) hip with broad (minimum 1 foot) eaves.
2. Roof elements permitted. The following roof design elements are permitted:
 - a. Dormers with gable, hip, or shed roofs.
 - b. Flat panel skylights or roof windows on secondary elevations.
4. Roof elements prohibited. The following roof design elements are prohibited.
 - a. False mansard or other applied forms.
 - b. Dome skylights.

E. Roofing Materials

The following design standards apply to all dwelling unit types.

1. Roofing material. Roofing shall be one of the following materials:
 - a. Wood shingle; or
 - b. Composition roofing; or
 - c. Metal with no-profile seams or low-profile seams (less than 1/4 inch x 1 1/4 inch).
2. Roofing material color. Roofing material shall be gray, brown, black, or deep red. Other subdued colors may be approved by the Community Development Director.
3. Roofing materials prohibited. The following roofing materials are prohibited.
 - a. High profile standing seam (1/4 inch x 1 1/4 inch or greater) metal roof.
 - b. Brightly colored roofing material, as determined by the Community Development Director.

F. Signs

Signs for home occupations are subject to the sign provisions in Section 8.040 and 8.160.

G. Doors

The following design standards apply to all dwelling unit types.

- a. Doors shall have at least one lite [glass] panel.
- b. Sliding doors are not permitted on the ground floor of the front façade.
- c. All materials are permitted.

H. Garage Doors

The following design standards apply to attached and detached garages:

- a. Each garage door shall be a maximum of ten (10) feet in width and seven (7) feet in height.
- b. A minimum of 10% of each garage door shall be window panels, raised trim, or other architectural details.

Project Team Recommendation: Extend the GO zone to apply to the Civic Greenway Plan Area. Use the design guidelines from the GO zone as a starting point for developing residential design standards, and apply them in the Civic Greenway Plan Area.

D. DEVELOPMENT STANDARDS

If the GO zone is extended to the Civic Greenway Plan Area, then the development standards that are established in the GO zone need to be evaluated for consistency with the Civic Greenway. Existing GO zone development standards address the following:

- Building orientation
- Building massing
- Landscaping
- Underground utilities

These development standards should not be applied to overwater development in the Civic Greenway Plan Area. Building orientation, landscaping, and underground utilities provisions do not appear to present conflicts or incompatibilities with on-land development objectives in the Civic Greenway Plan Area⁵, so these could be applied to the Civic Greenway Overlay Zone. However,

⁵ Building orientation provisions (Section 14.030(A)(1)) prohibit vehicle use area between building faces and the street. Landscaping provisions (Section 14.030(D)(1)) require trees along all the streets in the GO zone and set the following guidelines for street trees: spacing 30 feet on center, deciduous trees with at least 2" caliper, and a height of at least 15 feet at maturity. Provisions may be added in the Civic Greenway Overlay Zone requiring columnar street trees and limiting street tree height and width, as discussed in the Draft Amendments 1 memo.

building massing provisions (FAR and height) present the following potential conflicts or incompatibilities:

- Minimum floor area ratio (FAR) – A minimum FAR of 1:1 is required in the GO zone. It is possible that height, setback, and stepback provisions being recommended for application in the Civic Greenway Plan Area will not allow for a FAR of 1:1.
- Minimum height – A minimum building height of 24 feet is required in the GO zone. This is not consistent with the recommendation of a base maximum height of 28 feet in the Civic Greenway Plan Area.

Project Team Recommendation: Specify exceptions to all GO zone development standards for overwater development in the Civic Greenway Overlay Zone and to GO zone building FAR and height provisions for on-land development in Civic Greenway Overlay Zone.

E. IMPLEMENTATION

This memo presents the final set of code concepts to be discussed before specific code language is prepared. A combination of creating new zones, extending an existing zone, and making minor code amendments is recommended for implementing the code concepts addressed to date.

Implementation can be broken down into the following actions.

1. Text/code amendments

- a. Add a new residential zone, the Compact Residential (CR) Zone. This zone is addressed in Section B2 of this memo.
- b. Add a new overlay zone for the Civic Greenway Plan Area, the Civic Greenway Overlay Zone. An outline of the zone is provided below in Figure 8. Include design standards as an option for residential development and specify exceptions to GO zone development provisions as discussed in Sections C and D of this memo. (Note that residential development will have the option to either follow existing design guidelines in the GO zone or follow the residential design standards that will be included in the new overlay zone. Variances to numeric standards in the design standards will be permitted pursuant to existing variance provisions in Article 12.)
- c. Add new provisions for cottage cluster development to Article 3 (Additional Use and Development Standards). These provisions are addressed in Section B3 of this memo.
- d. “Housekeeping” amendments: Add the new CR zone to the list of zones in Section 1.300. Add the new CR zone to zones identified in sign code provisions in Section 8.160. Add the Civic Greenway Overlay Zone to the list of applicable zones in the GO zone (Section 14.015(A)) and to the map in Article 14.

2. Map amendments

- a. Rezone the sites in Figure 3 from C-3 to the CR zone.
- b. Apply new Civic Greenway Overlay Zone to the Civic Greenway Plan Area.
- c. Extend the GO zone to cover the Civic Greenway Plan Area/Overlay Zone.

Figure 8: Proposed Outline of the Civic Greenway Overlay Zone

- A. Purpose
- B. Applicability and review procedures
- C. Standards for overwater development
 - 1. Uses
 - 2. Height
 - 3. Size
 - 4. Width
 - 5. Access
 - 6. Other development standards [exceptions to GO zone provisions]
- D. Standards for on-land development
 - 1. Height
 - 2. Setbacks
 - 3. Stepbacks
 - 4. Residential design [option of two tracks (guidelines or standards)]
 - 5. Other development standards [exceptions to GO zone provisions]
 - 6. Landscaping
 - a. River side
 - (1) Height and spacing
 - (2) Native plants
 - b. Land side
 - (1) Height and spacing
 - (2) Parking lot perimeter
 - (3) Non-vegetation uses/landscaping credits

ARTICLE 14

GO: GATEWAY OVERLAY ZONE

14.005. PURPOSE.

The purpose of the Gateway Overlay Zone is to implement the concepts and guidelines of the Astoria Gateway Master Plan, dated April 1997. The Gateway Overlay Zone is intended to be an intensively developed, mixed-use area which complements Downtown Astoria and the community as a whole.

14.010. DEFINITION.

As used in Article 14, unless the context requires otherwise, the following word shall have the meaning indicated:

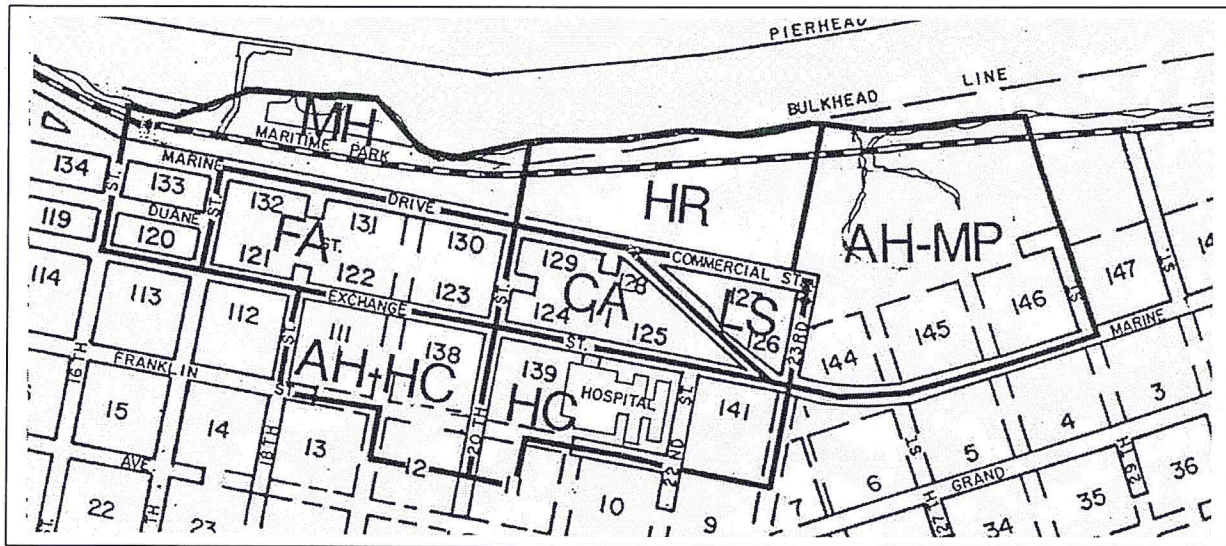
SHOULD: A requirement, unless it can be shown that to comply with the requirement would be unreasonable, impractical, or unfeasible. Economic hardship alone shall not be justification for noncompliance with the requirement, but may be considered in conjunction with other reasons for noncompliance.

14.015. GENERAL PROVISIONS.

A. In addition to conformance with the specific uses and standards of the individual zones, the following zones shall conform to the general regulations of the Gateway Overlay Zone in Sections 14.005 through 14.030.

1. Maritime Heritage (MH)
2. Family Activities (FA)
3. Attached Housing/Health Care (AH-HC)
4. Health Care (HC)
5. Education/Research/Health Care Campus (CA)
6. Hospitality/Recreation (HR)
7. Local Service (LS)
8. Attached Housing (Mill Pond) (AH-MP)

City of Astoria
Development Code



Gateway Overlay Zones (see Land Use and Zoning Map for actual zone boundaries)

B. Design Review.

Each public or private development proposal within the Gateway Overlay Zone will be reviewed for consistency with the Design Review Guidelines in Sections 14.020 through 14.030.

14.020. APPLICABILITY OF DESIGN REVIEW GUIDELINES.

The Design Review Guidelines shall apply to all new construction or major renovation. For the purposes of this Code Section, "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure. The guidelines are intended to provide fundamental principles that will assist in the review of the proposed development. The principles identify both "encouraged" and "discouraged" architectural elements. They are broad design objectives and are not to be construed as prescriptive standards.

14.025. DESIGN REVIEW GUIDELINES.

A. Purpose.

These guidelines promote architectural elements that unify the Gateway Area by encouraging styles characteristic of Astoria. The historic architecture of Astoria is represented by a variety of styles. Differences in details may be seen from one neighborhood to the next. These guidelines advocate the simplicity of design which is characteristic of Uppertown and the working waterfront. Building styles and details not inspired by Astoria's past will be discouraged. Monotony of design should be avoided. Variety of detail, form, and siting should be used to provide visual interest.

City of Astoria
Development Code

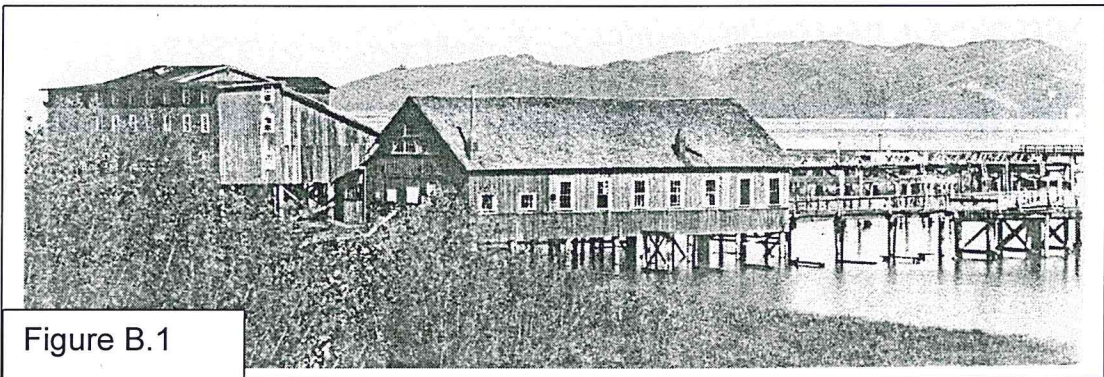
The Gateway Plan encourages new construction to reflect historic building types found in the Uppertown area. Three historic building types commonly found in the area include waterfront industrial, commercial, and residential. These building types may be used as models for contemporary building design, but do not restrict or define their function.

The Guidelines make reference to, but do not require the use of, historic materials. Contemporary substitutions (i.e. composite materials), will not be discouraged if their texture, profile, and proportions are similar to those materials with historic precedent.

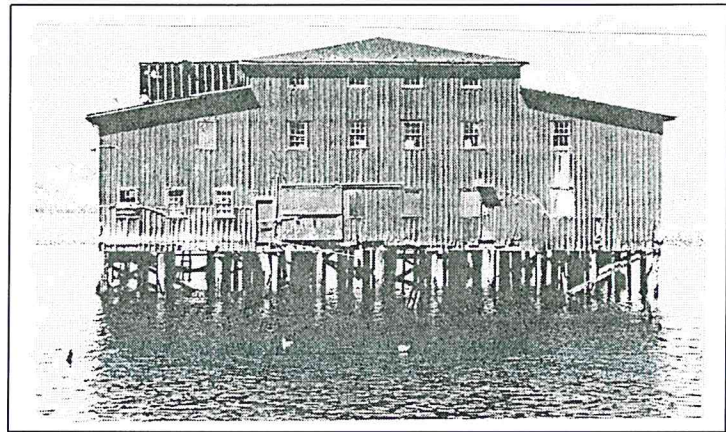
Figures included in Section 14.015 through 14.030 are included for illustrative purposes only and are not intended to be regulatory in and of themselves. If there is an inconsistency between the Figure and the Development Code text, the text shall prevail.

B. Building Forms Encouraged.

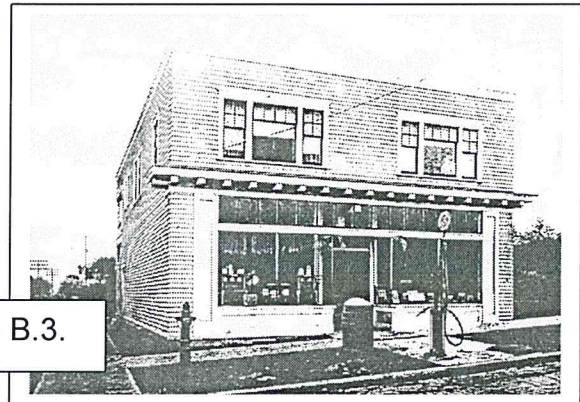
1. All Building Types.
 - a. Simple designs without extraneous details.
 - b. Rectangular in plan.
 - c. Square in plan.



2. Waterfront Industrial.
 - a. Low in form.
 - b. Cubic in form.



3. Commercial.
 - a. Low in form.



(Building Forms Encouraged)

4. Residential.
 - a. Vertical in form.
 - b. Cubic in form.
 - c. Full front porch or front porch large enough to accommodate several seated persons.

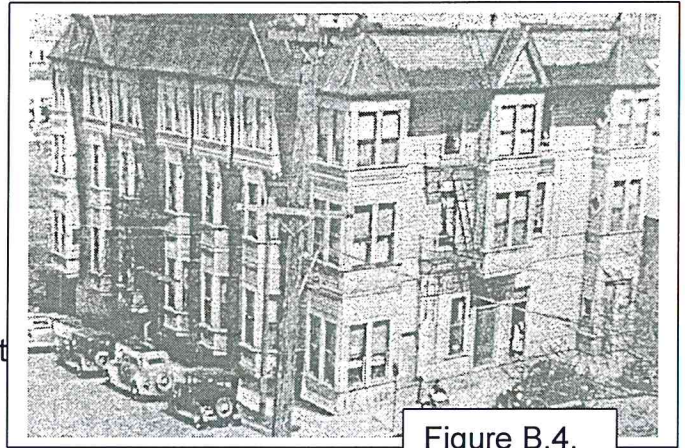


Figure B.4.

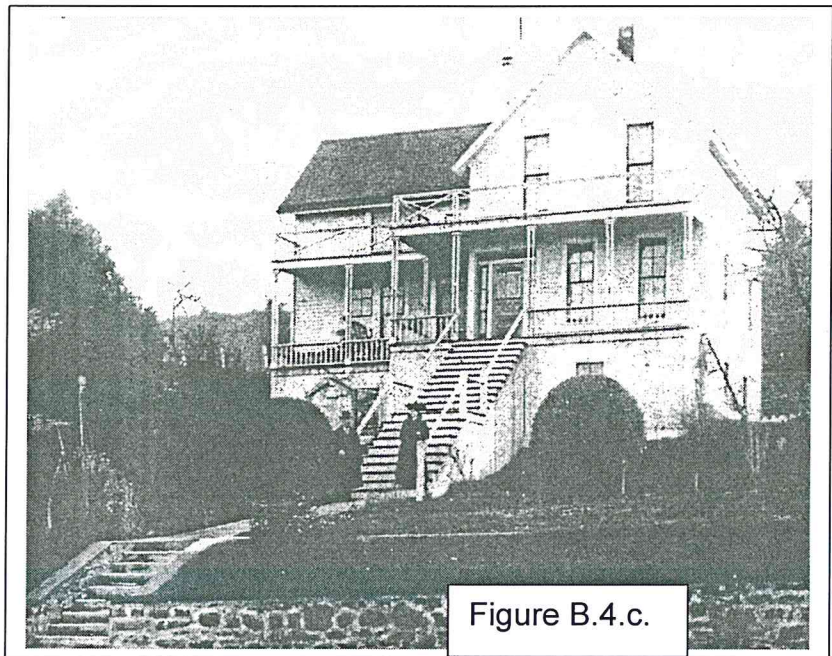
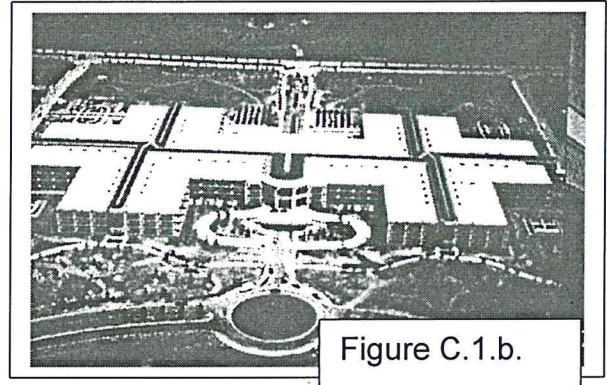
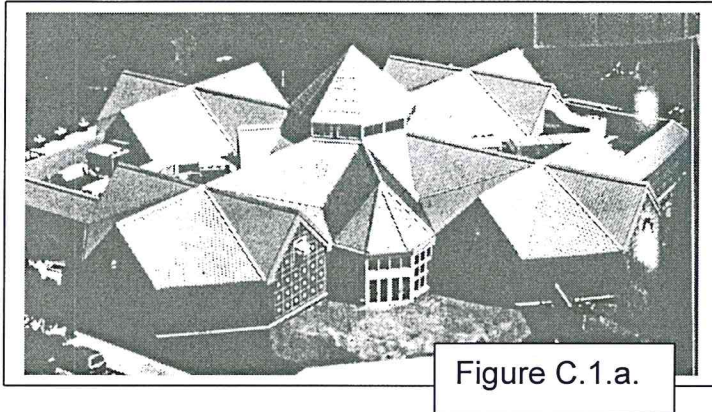
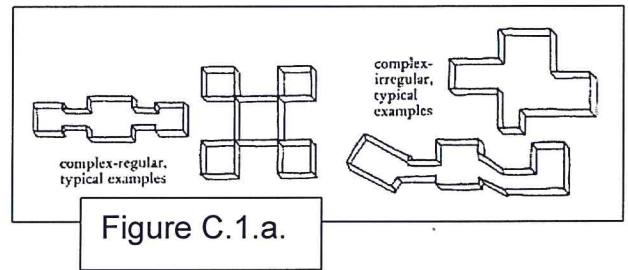


Figure B.4.c.

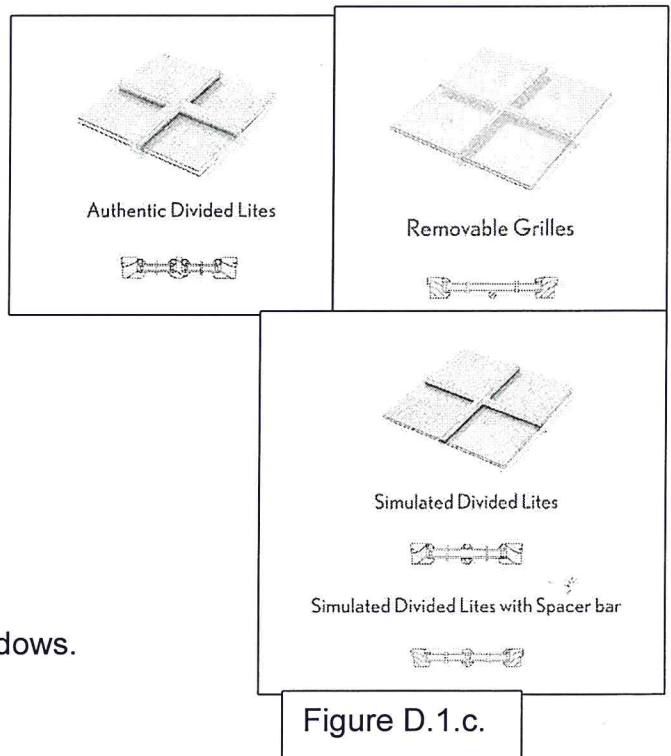
C. Building Forms Discouraged.

1. All Building Types.
 - a. Complex building footprints.
 - b. Sprawling structures.



D. Windows Encouraged.

1. All Building Types.
 - a. True-divided, multiple-light windows.
 - b. Single-light windows.
 - c. Applied muntins with profile facing window exterior.
 - d. Rectangular windows with vertical proportions.
 - e. Fixed windows.
 - f. Double or single-hung windows.



(Windows Encouraged)

- g. Casement windows.
- h. Windows should be spaced and sized so that wall area is not exceeded by window area, with the exception of commercial storefronts.

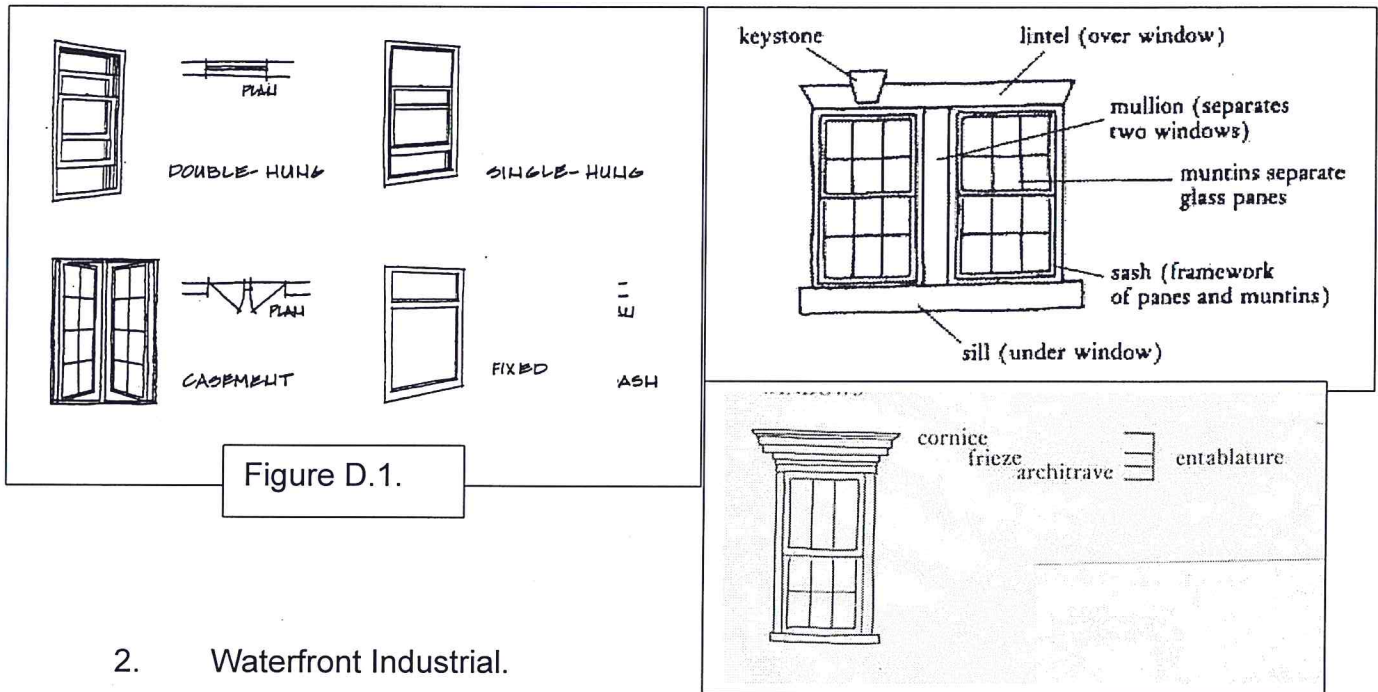


Figure D.1.

2. Waterfront Industrial.

- a. Square or rectangular windows with multiple lights.

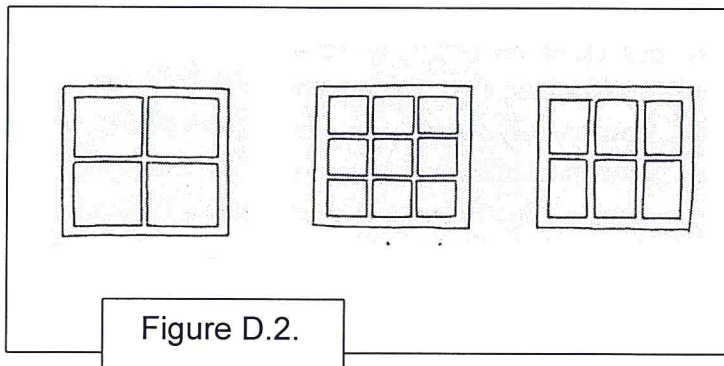


Figure D.2.

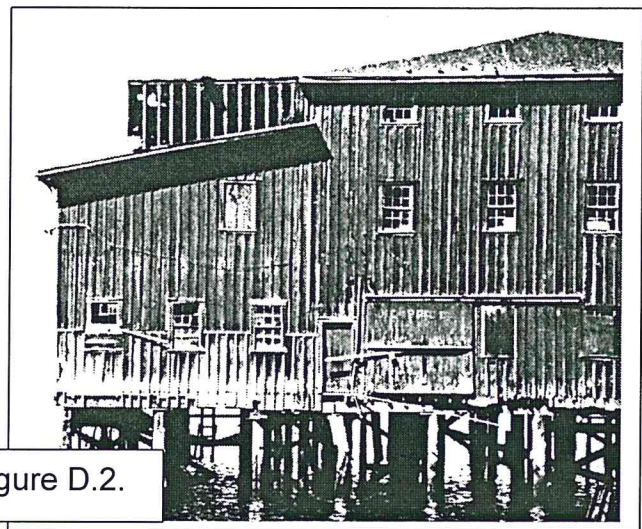


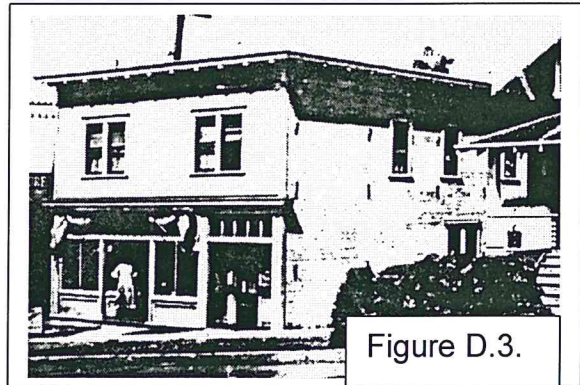
Figure D.2.

(Windows Encouraged)

3. Commercial.

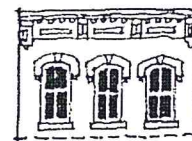
a. Storefronts.

- 1) Plate glass windows with multiple-light transom windows above.
- 2) Recessed entries.
- 3) Window to wall surface proportions may be exceeded.



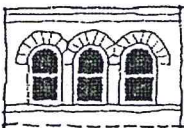
b. Upper Stories.

- 1) Window area should not exceed wall area.



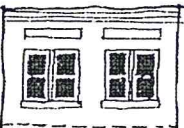
Mid to Late 1800s

- BOLDLY DECORATED CORNICE
- WINDOW HOODS
- 2 OVER 2 WINDOWS



Late 1800s to Early 1900s

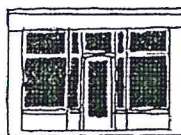
- CORBELLED BRICK CORNICE
- LARGE, ARCHED WINDOWS



Early 1900s to 1930s

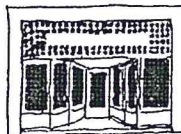
- SIMPLE BRICK CORNICE
- LARGE WINDOW OPENINGS WITH MULTIPLE UNITS

Figure D.3.



Late 1800s to Early 1900s

- SIMPLE CORNICE
- TRANSOM WINDOWS
- RECESSED ENTRANCE



Early 1900s to 1930s

- METAL WINDOW FRAMES
- STRUCTURAL GLASS
- RECESSED ENTRANCE

4. Residential.

- a. Vertical rectangle or square windows.
- b. Combination of single and multiple-light windows.
- c. Single windows, paired windows, or windows grouped in threes.
- d. Bay windows.

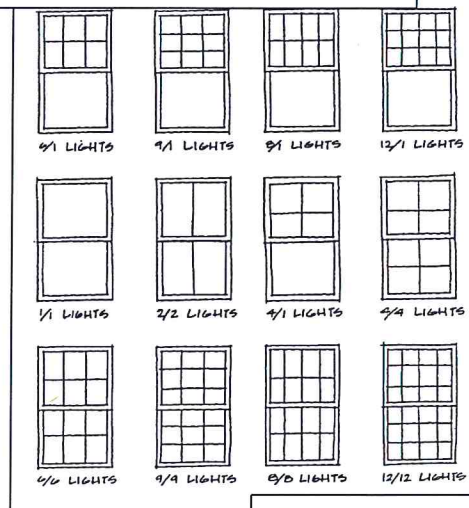


Figure D.4.b.

(Windows Encouraged)

- e. Arched or decorative shaped windows used sparingly.
- f. Windows should use casings and crown moldings.

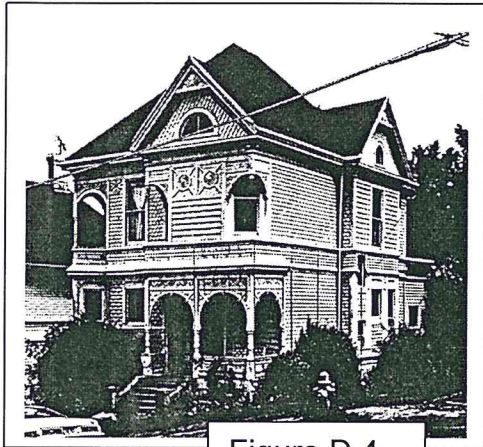


Figure D.4.

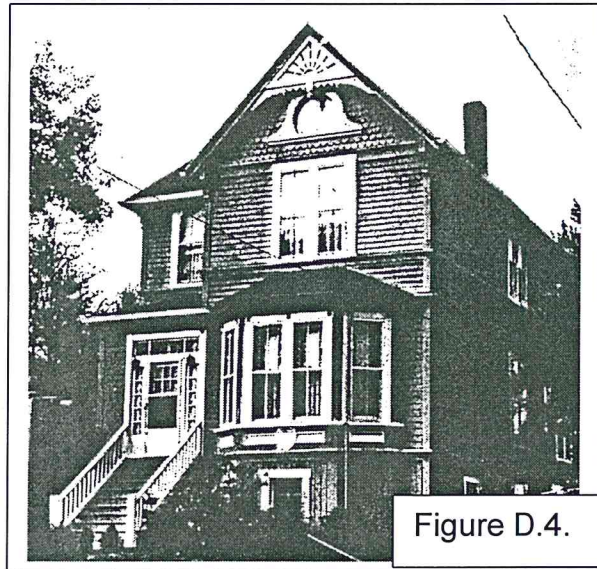


Figure D.4.

E. Windows Discouraged.

1. All Building Types.

- a. Applied muntins which have no profile.
- b. Smoked glass.
- c. Mirrored glass.
- d. Horizontal sliding windows.

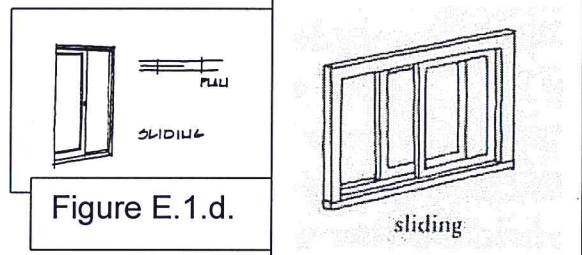
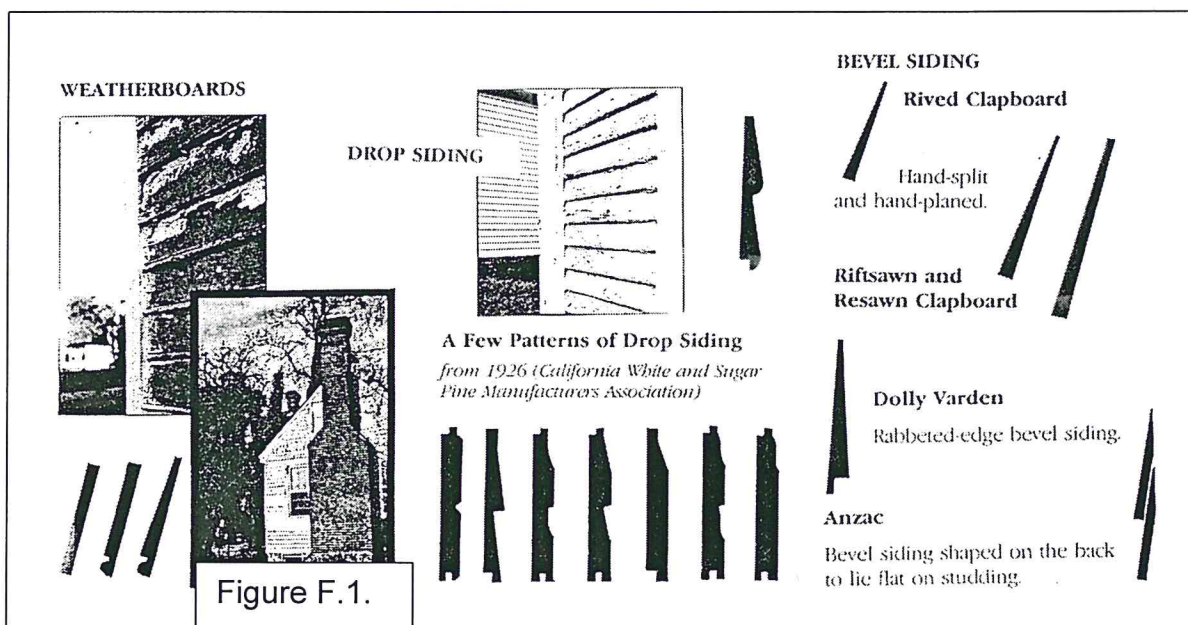


Figure E.1.d.

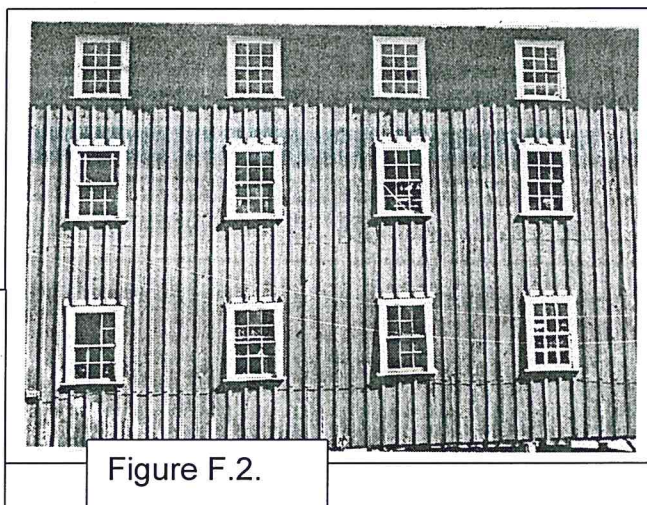
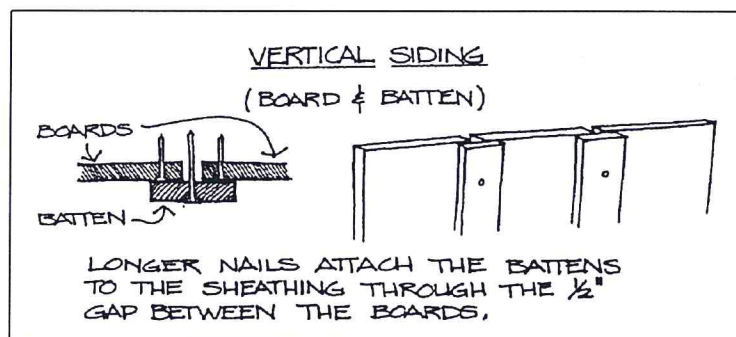
- e. Walls predominated by large expanses of glass, except in commercial storefronts.
- f. Windowless walls. Large expanses of blank walls should only be located in areas which are not visible to the public.
- g. Aluminum frame windows, except in commercial storefronts.

F. Exterior Wall Treatments Encouraged.

1. All Building Types.
 - a. Drop siding.
 - b. Weatherboard siding.
 - c. Horizontal siding with six inches or less exposure.



2. Waterfront Industrial.
 - a. Board and batten style.
 - b. Galvanized corrugated metal.



(Exterior Wall Treatments Encouraged)

3. Commercial.
 - a. Finished concrete.
 - b. Brick veneer.
4. Residential.
 - a. Clapboard (see Figure F.1.)
 - b. Wood shingle (rectangular).
 - c. Decorative wood shingle.

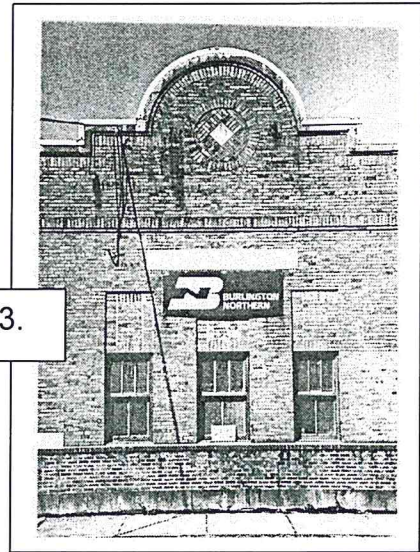


Figure F.3.



Figure F.4.

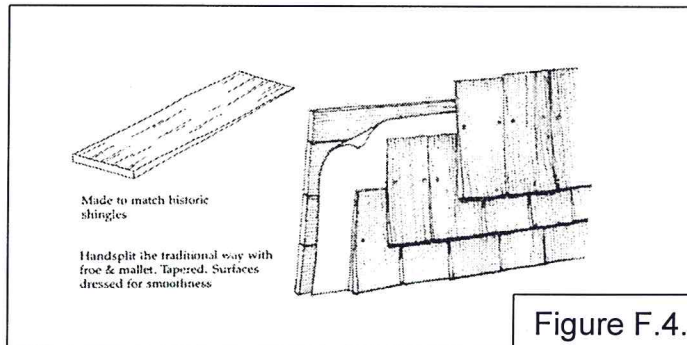


Figure F.4.b.

G. Exterior Wall Treatments Discouraged.

1. All Building Types.
 - a. Exposed textured, concrete block.
 - b. Flagstone or other applied stone products.
 - c. Precast concrete or decorative concrete panels.
 - d. Wood shakes.
 - e. Plywood paneling.

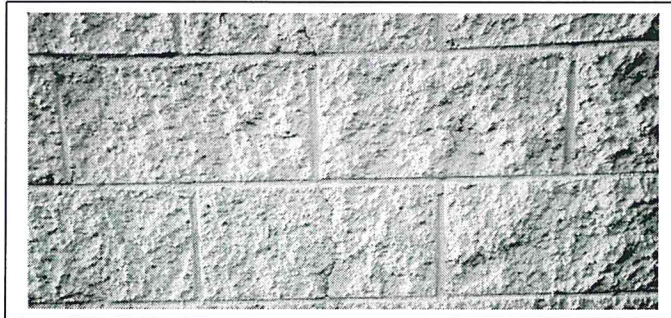
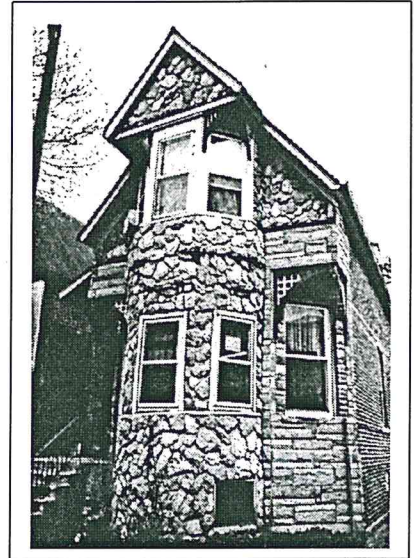


Figure G.1.a.

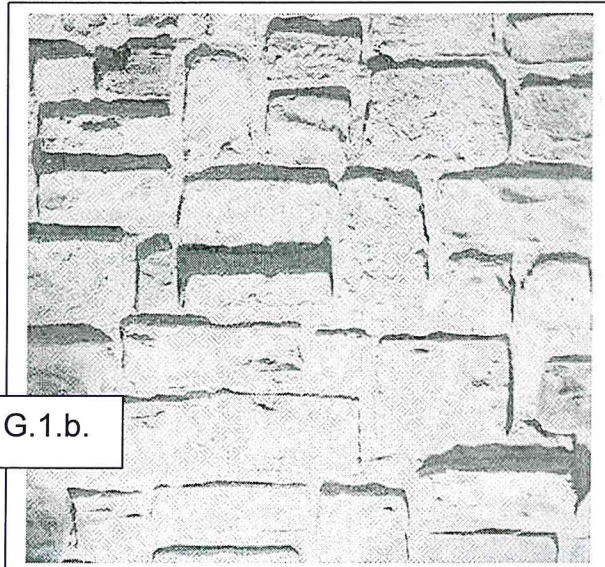


Figure G.1.b.

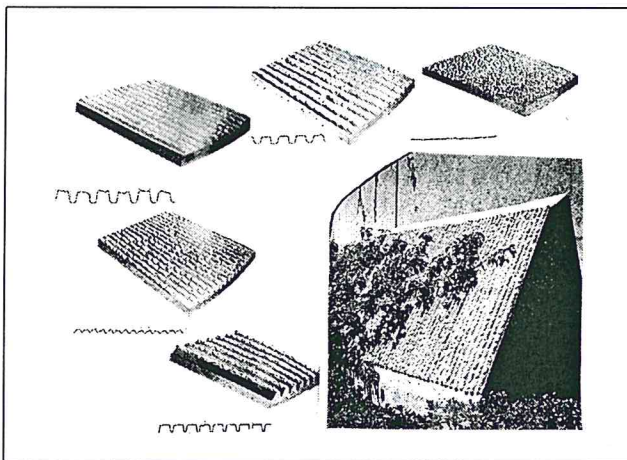
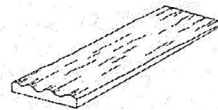


Figure G.1.c.



Typically:
L = 15", 18", 24"
W = 4" - 14"
Butts vary
mediums = 3/8-3/4"
heavies = 3/4-1 1/4"

Commercially available. Machine split and sawn on the backs to taper. Split faces often irregular, even corrugated in appearance. Butt thickness vary and may be too wide.

Figure G.1.d.

H. Roof Elements Encouraged.

1. Waterfront Industrial.

- a. Single gable with low pitch.
- b. Repetitive gable with steep pitch.
- c. Shallow eaves.
- d. Small shed roof dormers.
- e. Monitor roof on ridge line.
- f. Flat panel skylights or roof window.

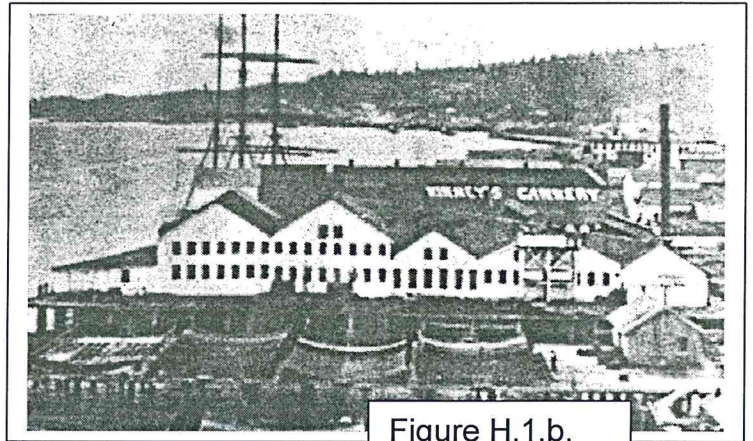


Figure H.1.b.

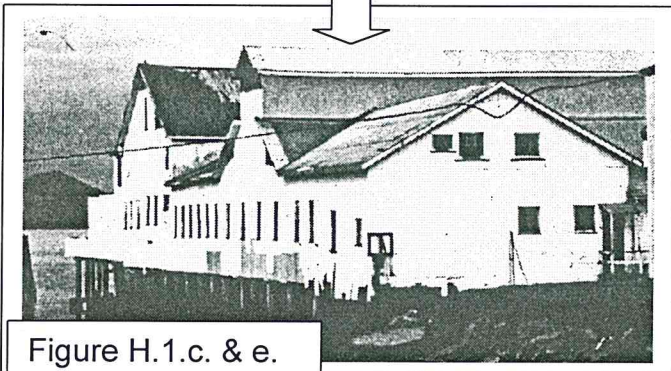


Figure H.1.c. & e.

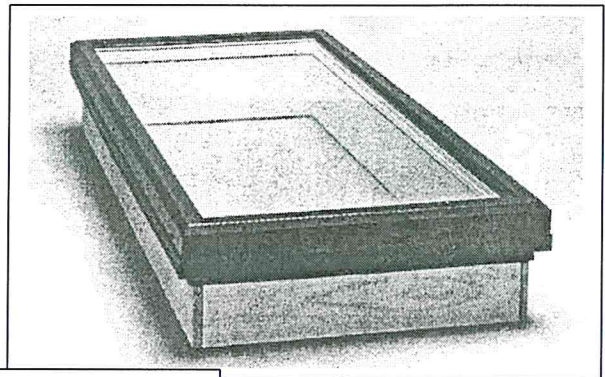


Figure H.1.f.

2. Commercial.

- a. Single gable with low pitch.
- b. Repetitive gable with steep pitch.
- c. Shallow eaves behind parapet wall.
- d. Flat or gable roof behind parapet wall.
- e. Structural skylights.

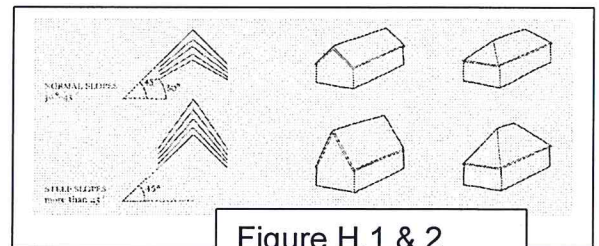


Figure H.1 & 2

(Roof Elements Encouraged)

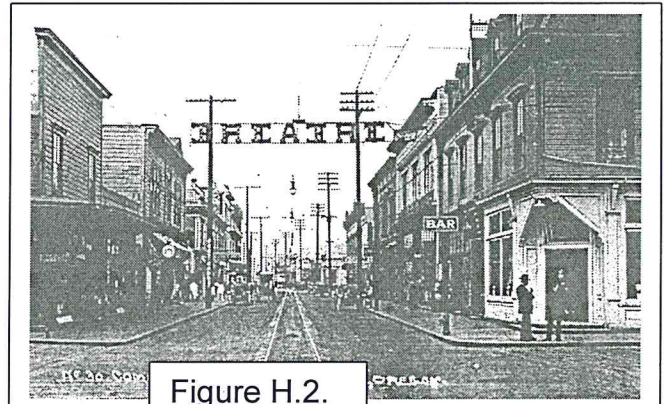
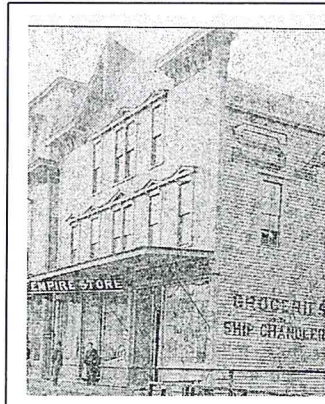
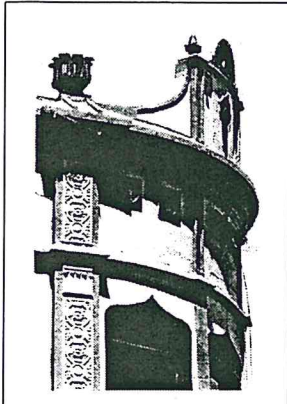
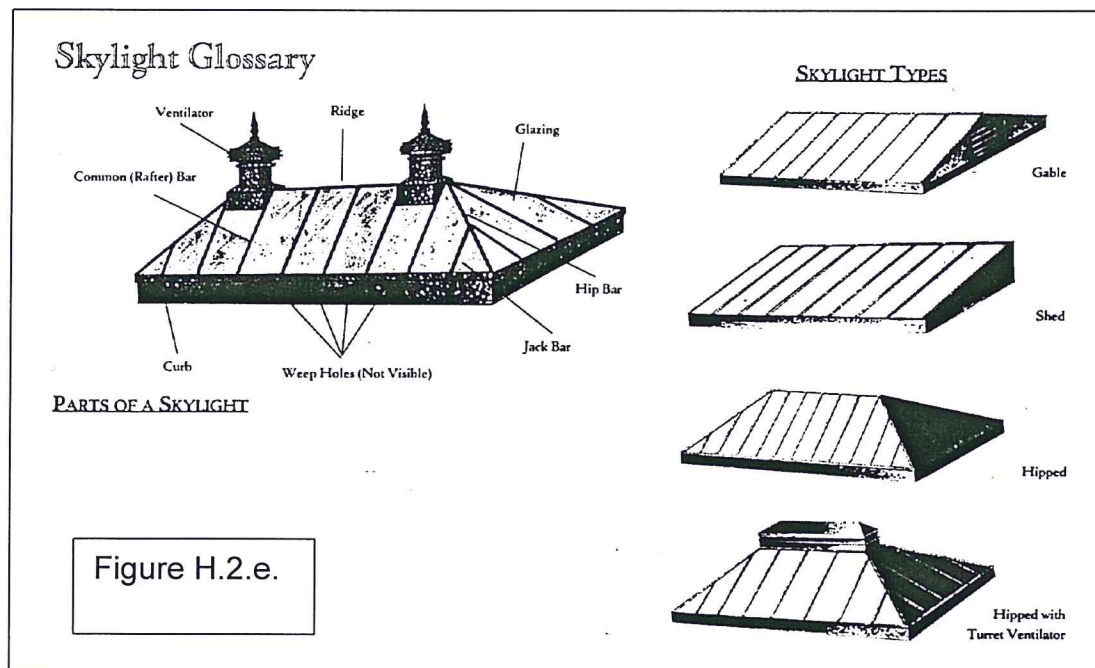


Figure H.2.



Figure H.2.c. & d.



(Roof Elements Encouraged)

3. Residential.

- a. Steep gable with broad eaves.
- b. Steep hip with broad eaves.
- c. Dormers with gable, hip, or shed roofs.
- d. Flat panel skylights or roof window on secondary elevations.
- e. Turrets or large projecting window bays used sparingly.

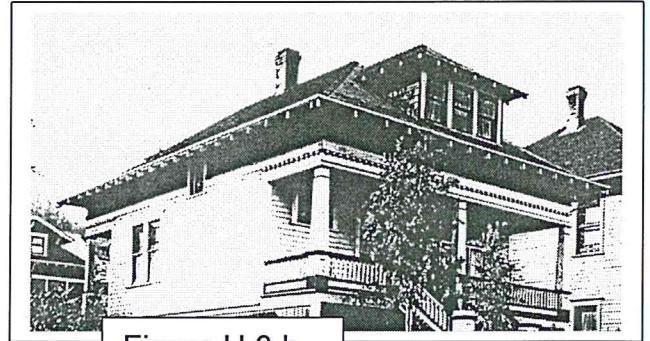


Figure H.3.b.

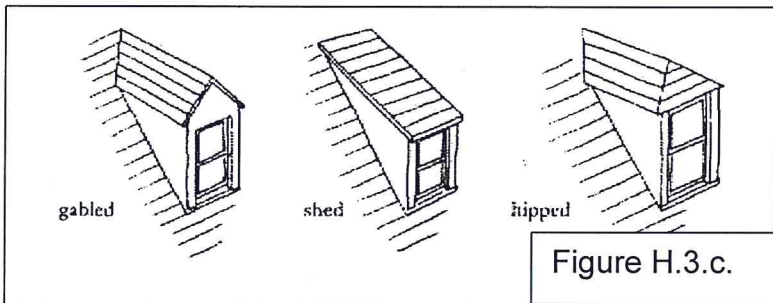


Figure H.3.c.

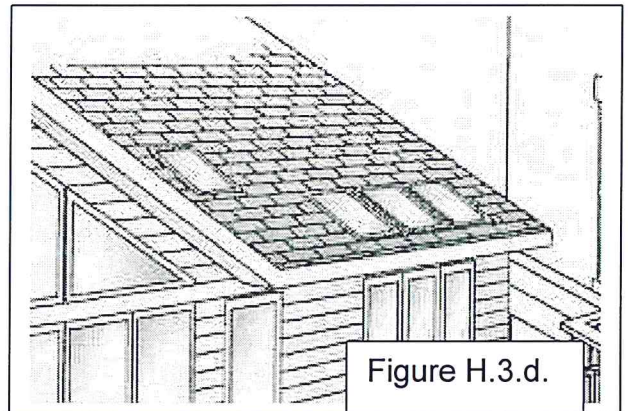


Figure H.3.d.

I. Roof Elements Discouraged.

1. All Building Types.

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

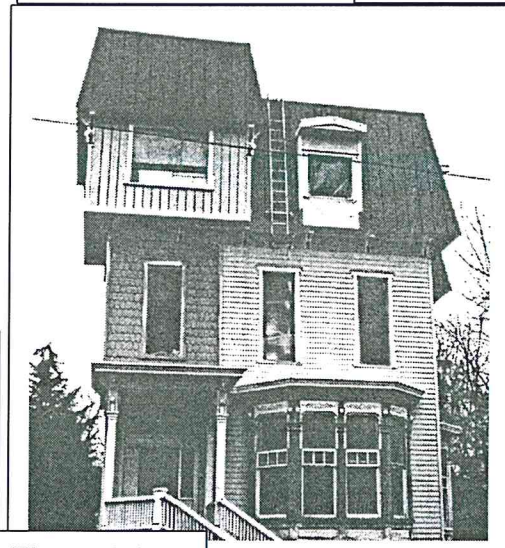
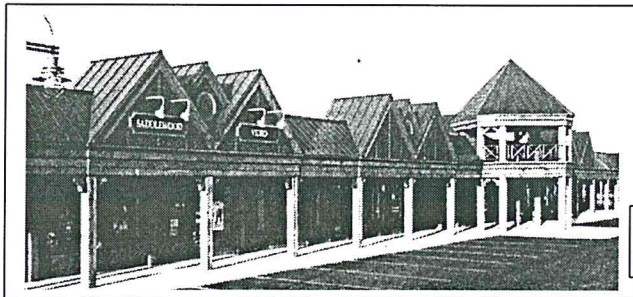


Figure I.1.

J. Roofing Materials Encouraged.

1. All Building Types.
 - a. Cedar shingle.
 - b. Composition roofing.
 - c. Roofing material in gray, brown, black, deep red, or other subdued colors.

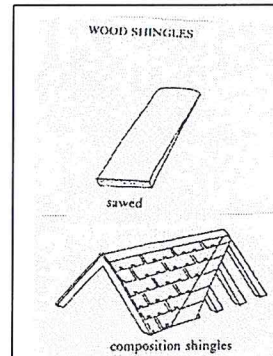


Figure J.1.a.

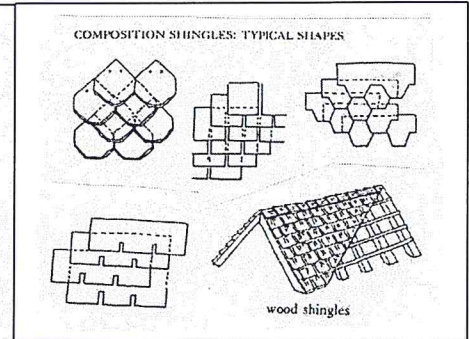
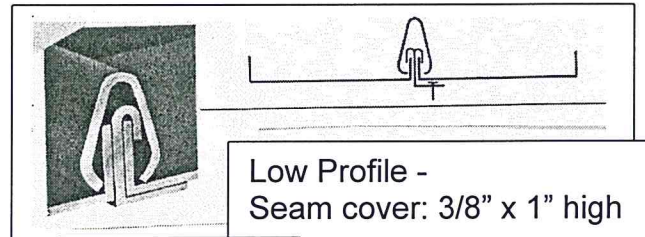


Figure J.1.b.

2. Waterfront Industrial.
 - a. Galvanized corrugated metal.
 - b. Low profile standing seam, metal roof.
 - c. Roll down.
3. Commercial.
 - a. Built-up.



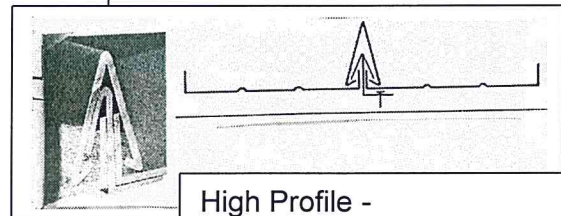
Low Profile -
Seam cover: 3/8" x 1" high

Figure J.2.b.



K. Roofing Materials Discouraged.

1. All Building Types.
 - a. High profile standing seam, metal roof.
 - b. Brightly colored roofing material.



High Profile -
Seam cover: 1/4" x 1-1/4" high

Figure K.1.a.

L. Signs Encouraged.

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

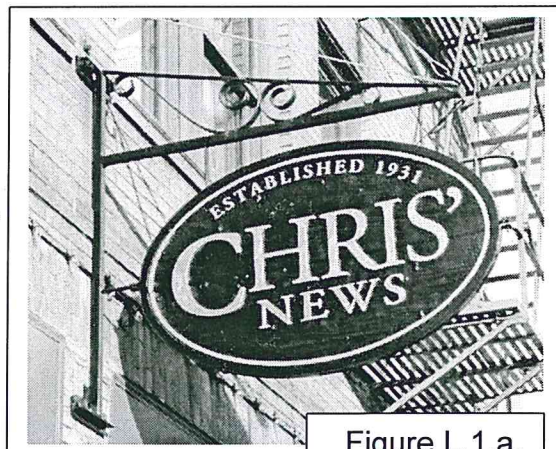
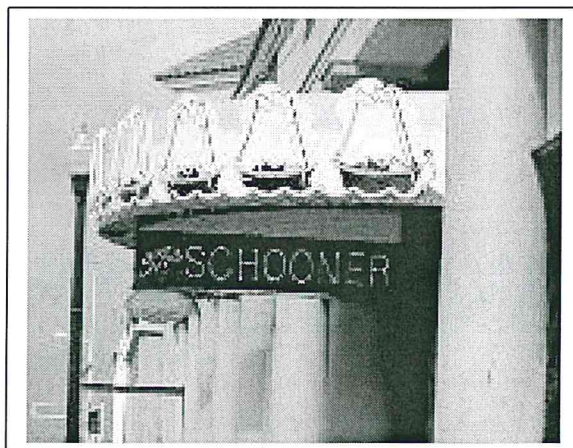


Figure L.1.a.

2. Commercial.
 - a. Exterior neon.



M. Signs Discouraged.

1. All Building Types.
 - a. Pole mounted freestanding signs.
 - b. Plastic or internal and back lit plastic.



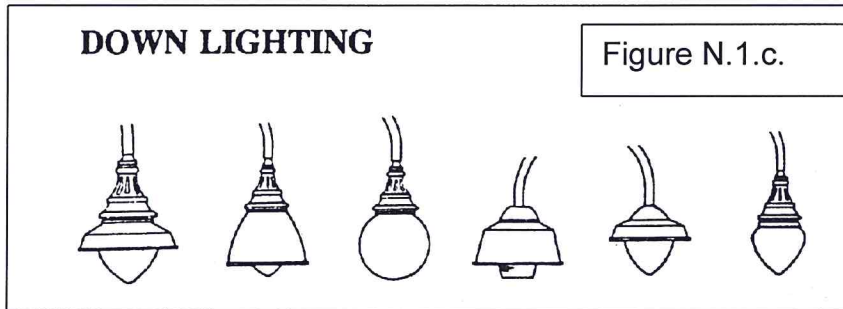
Figure M.1.b.

N. Exterior Lighting Encouraged.

1. All Building Types.
 - a. Decorative lighting integrated with architecture.
 - b. Metal halide or incandescent.

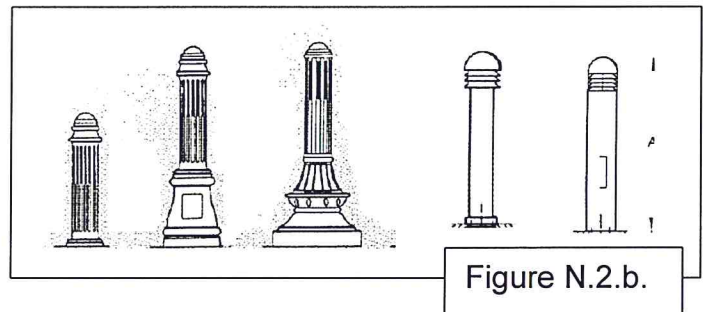
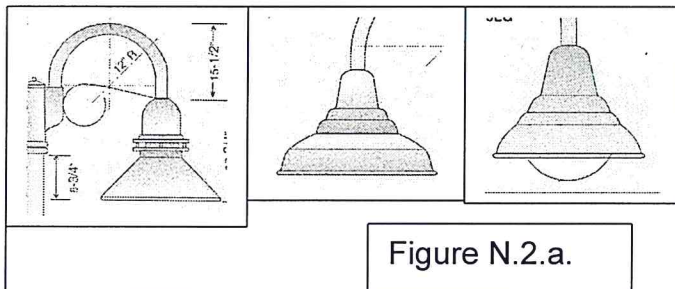
(Exterior Lighting Encouraged)

- c. Pedestrian and traffic signals combined with street lamps.
- d. Light fixtures that direct light downward and eliminate glare.



2. Waterfront Industrial.

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



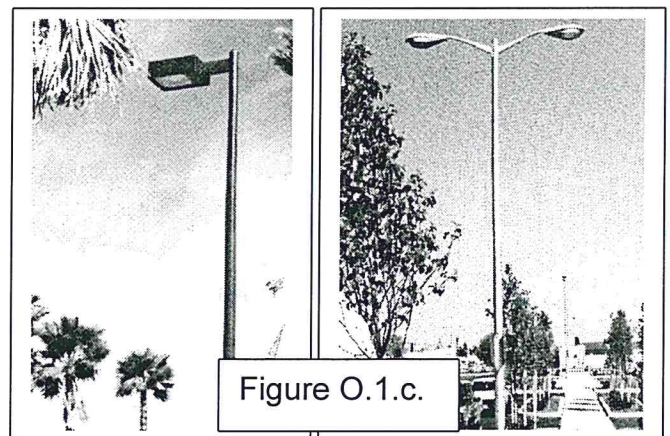
3. Commercial.

- a. Historic street lamps along walks and parking lots.

O. Exterior Lighting Discouraged.

1. All Building Types.

- a. Sodium vapor (amber).
- b. Fluorescent tube.
- c. Cobra head street lamps or other contemporary fixtures.



(Exterior Lighting Discouraged)

- d. Fixtures with undifused, undirected light that do not focus the light to the ground and that will potentially destroy the night sky view.

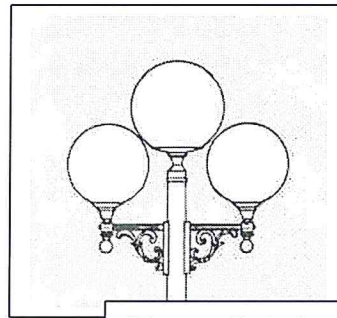
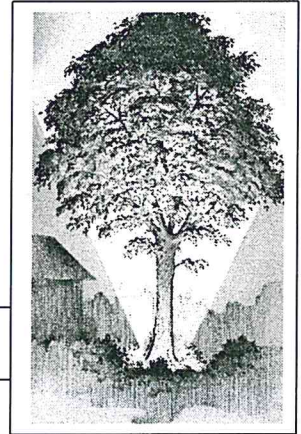


Figure O.1.d.



P. Other Design Elements Encouraged.

1. Commercial.

- a. Canvas awnings or fixed canopies for rain protection.

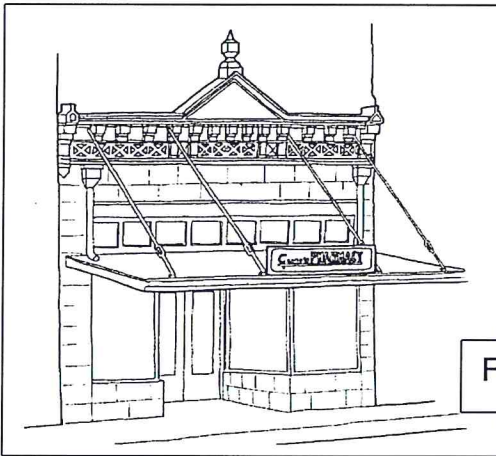
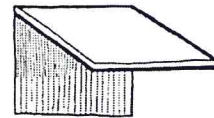
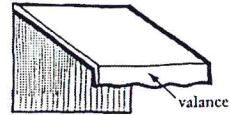


Figure P.1.

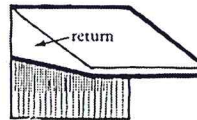
Types of Standard Awnings



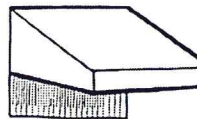
Open-sided



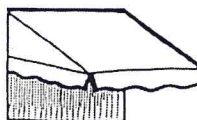
Open-sided with valance drop



Awning with a return



Fixed valance



Free valance

Q. Other Design Elements Discouraged.

1. Commercial.
 - a. Vinyl awnings.
 - b. Back lit awnings.

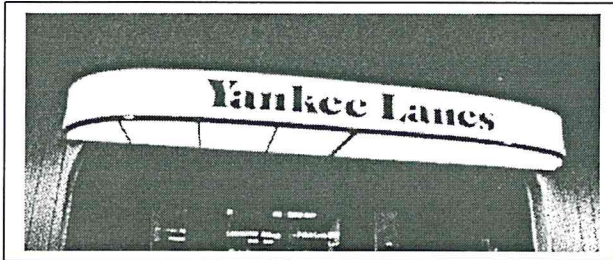
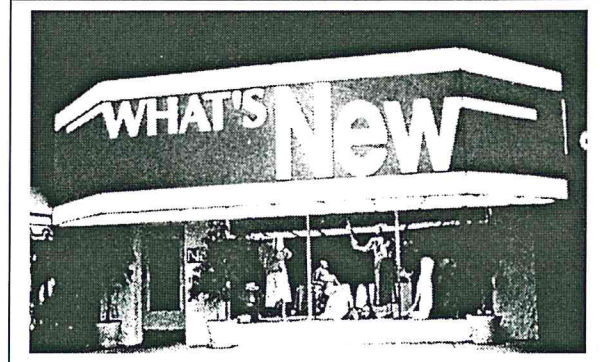
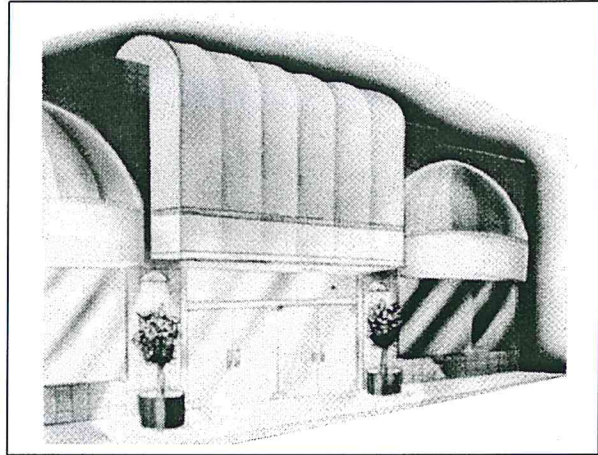


Figure Q.1.



City of Astoria
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14.030. OTHER APPLICABLE USE STANDARDS.

A. Building Orientation.

1. Development projects should form visually continuous, pedestrian-oriented streetfronts with no vehicle use area between building faces and the street.
 - a. Exceptions to this requirement may be allowed to form an outdoor space such as a plaza, courtyard, patio, or garden between a building and a sidewalk. Such a larger front yard area should have landscaping, low walls, fencing, railings, a tree canopy, or other site improvements.
2. New uses should be sited to take advantage of the Columbia River and hillside views.
3. If the proposed project is large or situated so as to become an entrance or major focus of the City, the design should recognize the project's prominence and should be both compatible with its surroundings and complementary to the City as a whole.

B. Building Massing.

1. Buildings should have a floor area ratio on their lots of at least 1:1 (One square foot of building area for one square foot of lot area), in order to maximize use of the land.
2. Buildings should be a minimum of 24 feet in height from grade to highest point of the structure, excluding those features exempt from building height as identified in Development Code Section 3.075.
3. The height, mass, and scale of buildings should be compatible with the site and adjacent buildings. Use of materials should promote harmony with surrounding historic structures and the character of the waterfront.

C. Access and Parking Design.

1. All uses which are served by an alley, local street, or collector street should have alley or street vehicular access and egress. Curb openings onto Marine Drive or Exchange Streets are discouraged. Parking lots should be on the interiors of blocks or behind buildings, and should be designed to be as unobtrusive as possible.
2. Building facades and entries should face the adjacent street. Main entrances should face a connecting walkway with a direct pedestrian connection to the

City of Astoria
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street without requiring pedestrians to walk through parking lots or across driveways.

3. Parking areas should be shared among various uses where a development or block is planned as a whole. On-street parking on internal streets may be counted towards the off-street parking requirements with the approval of the Community Development Director.

D. Landscaping.

1. Street trees should be planted within the right-of-way along both sides of the streets within the Gateway Overlay Zone.
 - a. Spacing should be 30 feet on center, depending on species and branching habit.
 - b. Minimum size of deciduous trees should be 2" caliper, with an upright form.
 - c. Mature branching height should be a minimum of 15'.
 - d. Durable tree grates and trunk protectors should be installed.
2. Areas between trees should be landscaped with a variety of shrubs and perennials, with an emphasis on flowering species.

E. Underground Utilities.

This provision shall apply only to utility lines to be installed for new construction. Utility lines, including, but not limited to, electricity, communications, street lighting and cable television, shall be required to be placed underground. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets may be placed above the ground, and shall be screened by sight obscuring fences and/or dense landscape buffers. The Design Review Committee may waive the requirements of this section if topographical, soil, or other conditions make such underground installations or screening of above ground equipment unreasonable or impractical. The applicant shall make all necessary arrangements with the serving utility or agency for underground installations provided hereunder; all such installations shall be made in accordance with the tariff provisions of the utility, as prescribed by the State Public Utilities Commissioner.