



# **AGENDA**

## **TRAFFIC SAFETY ADVISORY COMMITTEE**

---

---

**January 29, 2019  
6:30 p.m.  
2<sup>nd</sup> Floor Council Chambers  
1095 Duane St • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
  - a) July 24, 2018
  - b) October 23, 2018
4. PROJECT UPDATES
5. NEW BUSINESS
6. REPORT OF OFFICERS
7. PUBLIC COMMENTS
8. ADJOURNMENT

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

**ASTORIA TRAFFIC SAFETY ADVISORY COMMITTEE**

**Astoria City Hall**

July 24, 2018

**CALL TO ORDER:**

President Fitzpatrick called the meeting to order at 6:33 pm.

**ROLL CALL:**

Commissioners Present: President Sean Fitzpatrick, Vice President Kent Easom, Jennifer Cameron-Lattek, Jan Mitchell, and Joan Herman

Commissioners Excused: Brookley Henri

Staff Present: Planner Nancy Ferber, City Engineer Jeff Harrington, Police Sergeant Brian Aydt and Engineer Technician Steve Ruggles. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

**APPROVAL OF MINUTES:**

There were no agenda items to approve for the April 24, 2018 meeting.

**PROJECT UPDATES:**

There were none.

**NEW BUSINESS:**

There was none.

**REPORTS OF OFFICERS/COMMISSIONERS:**

Commissioner Mitchell reported that the no parking signs were being obeyed at the intersection at 3<sup>rd</sup> and Bond.

**PUBLIC COMMENT:**

There were none.

**ADJOURNMENT:**

There being no further business, the meeting was adjourned to convene the Planning Commission Meeting at 6:35 pm.

**ATTEST:**

\_\_\_\_\_  
Secretary

**APPROVED:**

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



## **ASTORIA TRAFFIC SAFETY ADVISORY COMMITTEE**

**Astoria City Hall**

October 23, 2018

### CALL TO ORDER:

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

### ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Jennifer Cameron-Lattek, Daryl Moore, Jan Mitchell, Joan Herman, and Brookley Henri

Commissioners Excused: Vice President Kent Easom

Staff Present: City Manager Brett Estes, Planner Nancy Ferber, and Engineer Technician Steve Ruggles. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

### APPROVAL OF MINUTES:

There were no agenda items for the July 24, 2018 meeting.

### PROJECT UPDATES:

Engineer Ruggles gave an update on efforts to reopen Bond Street to two-way traffic. The retaining wall was complete and work was being done on the sidewalks.

City Manager Estes added that the project would take longer than anticipated, but the dry weather was helping the complicated project. Bond Street should be reopening to two-way traffic by the end of the year.

### NEW BUSINESS:

There was none.

### REPORTS OF OFFICERS/COMMISSIONERS:

There were none.

### PUBLIC COMMENT:

Therese Middlebush, 364 Bond Street, Astoria, said she was concerned about the speed on Bond Street once it is open to two-way traffic. She suggested stop signs or speed bumps be installed to slow the traffic down.

City Manager Estes confirmed the Public Works Department had been considering that throughout the project.

Ken Middlebush, 364 Bond Street, Astoria, stated he was only getting bits and pieces of what would actually occur once construction is complete on Bond Street. He knew the City wanted traffic to flow better through Astoria, but he has signs that say "slow down, kiddie crossing." They also have reflectors to deter speeding on Bond Street. He did not know how many accidents he had seen at 4<sup>th</sup> and Bond, and on 3<sup>rd</sup> and Bond. He could not stop the City from reopening traffic in both directions, but he wanted to know what safeguards the City would put in place for 3<sup>rd</sup> and Bond. He requested a four-way stop sign because it is a dangerous intersection. He had seen cars get airborne coming over the intersection. The intersection is a short cut for people who are commuting and want to avoid the traffic on Marine as they leave town. It has been difficult to make a left turn on to Marine anywhere near Bond because of the road construction. He asked that the City do something to slow the vehicles down. He would continue asking the City to do something until something is done.

President Fitzpatrick encouraged Mr. and Mrs. Middlebush to address City Council with their issues.

Commissioner Mitchell stated she lived up the hill from the Middlebush's and was very cognizant of the issues at 3<sup>rd</sup> and Bond. Parking was eliminated near the intersection, which has improved sight distance. She agreed

the situation would be interesting to see when there is two-way traffic. Once Public Works sees what actually happens at that intersection, they would discuss speed controls.

**ADJOURNMENT:**

There being no further business, the meeting was adjourned to convene the Planning Commission Meeting at 6:39 pm.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
Secretary

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

DRAFT



---

# **AGENDA**

## **ASTORIA PLANNING COMMISSION**

---

**January 29, 2019**  
**6:30 p.m.**  
**2<sup>nd</sup> Floor Council Chambers**  
**1095 Duane Street • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
  - a) December 27, 2018
4. PUBLIC HEARINGS
  - a) Conditional Use Request (CU18-07) by LAD Holdings LLC and Adrift Properties LLC to locate a maximum 40 room hotel and restaurant with parking on an adjacent lot, in existing buildings at 1 9th Street (Map T8N R9W Section 8CB, Tax Lots 500 & 600; footing of Blocks 8 & 55, McClure) in the A-2 Zone (Aquatic Two Development) and the S-2A Zone (Tourist-Oriented Shorelands).
5. WORK SESSION
  - a) Riverfront Vision-Urban Core / "Urban Core Code Amendments: Summary of Draft Recommendations (Task 4)"
6. REPORT OF OFFICERS
7. STAFF/STATUS REPORTS
  - a) Save the Dates:
    - i. Feb. 6<sup>th</sup> / 4:30pm-6:30pm – TGM Uniontown Reborn Public Meeting @ the Holiday Inn Express
    - ii. Feb. 26<sup>th</sup> / 6:30pm – APC Meeting
8. PUBLIC COMMENT (Non-Agenda Items)
9. ADJOURNMENT



## ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall  
December 27, 2018

### CALL TO ORDER:

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

### ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Jennifer Cameron-Lattek, Daryl Moore, Jan Mitchell (via telephone), Joan Herman, and Brookley Henri.

Commissioners Excused: Vice President Kent Easom

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

### APPROVAL OF MINUTES:

President Fitzpatrick asked if anyone had any corrections or changes to the minutes of the November 27, 2018 meeting. He noted the following:

- Page 2, 2<sup>nd</sup> full sentence – “This Theatre will be different from the Astor Street Opry Company, Liberty Theater, Performing Arts Center, and Gella *Kala...*”

Commissioner Herman moved that the Astoria Planning Commission approve the minutes of the November 27, 2018 meeting as corrected; seconded by Commissioner Henri. Motion passed unanimously.

### PUBLIC HEARINGS:

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

### ITEM 4(a):

SP18-01 Subdivision (SP18-01) by Stan Johnson and Cary Johnson for a Preliminary Plat application for a 22-lot subdivision (no address) located off of Old Highway 30: Map T8N-R09W Section 20, Tax Lot 107. The site is zoned R-3 (High Density Residential). The following Astoria Development Code standards are applicable to the request: Article 2 (Use Zones), Article 3 (Vehicle Access), Article 9 (Administrative Procedures) and Article 13 (Subdivision) and Comprehensive Plan Sections CP.005 to CP.028 (Land and Water Use and General Development).

President Fitzpatrick stated this public hearing was continued from the December 11, 2018 meeting asked Staff to present the Staff report and recommendations.

City Manager Estes and Planner Scholetsky reviewed the written Staff report via PowerPoint, noting the revised Findings of Fact, a revised plat, revised Conditions of Approval, and new recommendations based on feedback from the Commission at the December 11<sup>th</sup> meeting. Staff also presented information on options for street trees in the subdivision. No correspondence had been received and Staff recommended approval of the request with the conditions listed in the Staff report.

Commissioner Cameron-Lattek asked who would be required to maintain the street trees. City Manager Estes confirmed that the Planning Commission would need to provide direction on that if the Commission decided to require street trees.



Commissioner Henri asked why Tract C was being referred to as a play space and not a park. City Manager Estes explained that a park is defined as being owned and maintained by the City of Astoria and the Code allows the use of the term play space. Since this property would be privately owned, it would not be a park and is referred to as a play space. The City Attorney has opined that the Planning Commission has the ability to require an area be set aside. However, the Development Code does not allow the Commission to require playground equipment. The City Attorney has advised that the Planning Commission refrain from requiring playground equipment as a condition of approval.

Commissioner Moore asked who would maintain the public spaces, specifically Tracts A, B, and C. City Manager Estes noted those tracts would be owned by the developer or another entity, as stated in Condition of Approval 13, and a maintenance agreement would state whether the developer or the other entity would be responsible for maintaining those public spaces.

Commissioner Moore asked if maintenance of the street trees could be included in that maintenance agreement. City Manager Estes confirmed the street trees would be located on different tracts, so a separate condition of approval would be necessary.

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

Cary Johnson, 9280 John Day River Road, Astoria, stated he was largely in agreement with the Staff report. There is still one issue to be cleared up with the street trees requirement. He understood that if he was to increase the park area, which he had doubled, that would be in lieu of street trees. This project is surrounded on three sides by trees and several large acre tracts on each side of the property will be left full of trees. He hoped that would suffice. Not requiring street trees does not mean there will be no trees in the development; it just means the trees would be the responsibility of the developer when landscaping is done. That would be his preference, to landscape the individual lots as necessary instead of having tree lined boulevards that he would be responsible for maintain into the future. With 43 other conditions, he believed there were already a lot of constraints on this project and requiring street trees in an unnecessary burden to put on the landowner. The Eagle Ridge Development he did several years ago did not have a park area. He was not proposing a homeowner's association (HOA) because he was planning on eventually owning the HOA. So, any kind of maintenance of a public use is on him anyway.

Commissioner Moore stated he had suggested a larger park area in lieu of street trees. He was speaking for himself, not the Commission, when he said he would be willing to waive the street tree requirement if there was a larger playground area. He confirmed the Commission had not yet decided on that as a whole. The Applicant has said he plans on being the property owner, but Commissioner Moore was concerned that maintenance of the public spaces could become an issue if the property was sold, noting that the Applicant was not legally required to be the property owner.

Commissioner Mitchell said that a tree lined boulevard was much more expansive than the narrow streets proposed for this development. It would be helpful to have an idea of the type of landscaping the developer intends to do so the Commission can get a sense of how this development will fit into the community. She asked if the City had landscaping requirements. There is no indication of any landscaping on the drawings provided. City Manager Estes explained that landscaping is considered as part of the site plan review process and the Commission does not have the jurisdiction to condition site improvements as part of a plat. The City does have the ability to require landscaping improvements when multi-family units are built.

Mr. Johnson stated he planned on having landscaping as part of the multi-family development, in compliance with the City Code. He intended to build a warm and welcoming development that is a nice place for people to live. He believed he could provide something that would be an asset to the City. He did not believe having trees up and down the streets within the street area is necessary. Street trees are not common in Astoria and they result in long term maintenance issues and cost issues.

Commissioner Cameron-Latteck stated she drove around the site and confirmed that Tracts A and B were both wooded with trees.

Commissioner Henri asked where the multifamily properties would be located in the subdivision and how many parcels would have multifamily units that would require landscaping.



Mr. Johnson explained that all of the properties are currently zoned as high density residential and would qualify as multifamily lots. No development is being proposed currently. This subdivision request is just to create the lots.

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

President Fitzpatrick reminded that the Planning Commission needed to make decisions on the size of the park and the street trees. He asked how the Commissioners felt about requiring a park of at least 5,000 square feet.

Commissioner Herman said she liked the idea. She questioned what kind of park it would be without playground equipment.

President Fitzpatrick reminded that the Commission had received a legal memorandum on playground equipment.

City Manager Estes added that the park would be considered usable open space. The Code does not allow the Commission to require improvements, but the Commission can require that an area be dedicated for use as a park.

Commissioner Herman said if the City Code was changed to allow the Commission to require playground equipment, the City would take on a liability. City Manager Estes clarified that the City would be responsible if it became a City park. Homeowners associations would likely carry any liability coverage of privately held playgrounds.

President Fitzpatrick added that the memorandum stated the City would be liable if the Commission required playground equipment without the authority to do so.

Commissioner Mitchell confirmed that the City already had liability insurance for all City parks and facilities. Planner Scholetzky noted liability was not the right term. The use of the word liability in the memorandum was in reference to the decision to require playground equipment, not in regard to the land use.

Commissioner Herman believed 5,000 square feet was appropriate for a development of this size.

Commissioner Moore said he was satisfied with the modifications made to the plat, which included a play space of 5,000 square feet.

Commissioner Henri said she thought 5,000 square feet was great. A play space can be many things and does not need play equipment. The important thing is that land will be set aside as shared public land. Landscaping is not in the Commission's preview, but it clearly is going to be maintained by the property owner. Landscaping/the play space will be less than one percent of the size of the subdivision, so it is not over the top to ask for it. And she certainly did not believe the play space was an appropriate substitute for street trees.

Commissioner Cameron-Lattek stated she was happy with the size of the play space.

Commissioner Mitchell believed the proposed size of the play space met the Commission's request.

Commissioner Moore said he was concerned about the play space remaining a public open space in perpetuity.

Staff reminded that the conditions required public access. Tract C shall be designated as play space for the use of the residents of the community and Eagle Point and shall have a public use easement to enable public access. The easement would be noted on the final plat.

President Fitzpatrick stated he had a 5,000 square foot park without playground equipment, which he believed was a reasonable size for this development. His park worked very well for families and he trusted that Mr. Johnson would determine for himself whether equipment should be installed in his park to attract the type of



tenant he is looking for. He confirmed that all Commissioners agreed that a 5,000 square foot play space was appropriate. He asked if Commissioners wanted to require street trees.

Commissioner Henri stated she was a big proponent for street trees because the parcel is 18.28 acres, which is large. There will be 22 lots and the Commission does not know how many of those lots will have single-family dwellings. Street trees are not very daunting. She worked with cities and counties that have unmaintained roads and they do not maintain their street trees after the trees are established. The contractor who plants the trees is responsible for making sure the trees survive and then the trees go unmaintained, unirrigated, and untrimmed. There are low maintenance street trees with small leaves or have a more columnar shape with small canopies. A root barrier can be installed between the curb and the tree, and between the sidewalk and the tree to prevent the roots from buckling the concrete. A smart design means street trees do not have to be high maintenance. She also recommended the Commission require spacing requirements because the trees must jive with the street lighting. The farther apart the trees are spaced, there is less of a high maintenance feeling. The aerial photograph of Tracts A and B makes those tracts look pretty clear and she did not know how much of those tracts were forested. She believed the Commission should consider requiring street trees.

Commissioner Cameron-Lattek said she was undecided on street trees. Other recent subdivisions were required to have street trees. However, Eagle Ridge does not have a park, but it is surrounded by trees and Shively Park is nearby. Mill Pond has a play area and street trees, but no forested area around it. She was glad to know that Tracts A and B could not be developed and were wooded. Additionally, most landscape plans require some trees.

Commissioner Mitchell said Astoria does not need shade, but there are not many subdivisions in Astoria. She did not believe street trees were onerous even though there were woods around. She believed that any decisions the Commission made about a subdivision would set a precedent for the next subdivision. Street trees are appropriate in multifamily developments and they would not result in maintenance problems that would make the trees unviable. She wanted the Commission to require street trees. The trees could be species that are compatible with the climate and are low maintenance.

Commissioner Herman believed that requiring street trees would not be onerous and that it is important to increase the livability of the complex. She assumed apartment complexes would be built. Trees increase the attractiveness and the worth of the property. The upfront expense will make the development more attractive. Astoria is blessed to be surrounded by trees, but many trees will or already have been removed in the development. She believed the Commission needed to require street trees.

Commissioner Moore said the property is zoned R-3, so it is very likely that all of the lots would be developed as multifamily properties, which would be the most economical use of the property with this platting. The Code already requires landscaping for three units or more, so he was not set on requiring street trees.

President Fitzpatrick stated he was undecided. He did not want the Commission to set a precedent, but given the location, the circumstances, and the landscaping requirement for multifamily, he believed there would be a reasonable amount of landscaping in the subdivision. He wanted to leave the decision up to the developer but did not want to set a precedent.

City Manager Estes recommended a straw poll vote since two Commissioners were undecided. Staff would modify the conditions according to the Commission's direction. He reminded that final motions fail when the vote is tied.

Commissioner Cameron-Lattek asked if street trees would satisfy the landscaping requirements for multifamily developments. City Manager Estes explained that those landscaping requirements apply to private property. Street trees would be located in public property.

Commissioner Henri asked for details of the landscaping requirements for multifamily developments. City Manager Estes explained the requirements were not differentiated between uses. A certain percentage of the site must be landscaped.



Commissioner Henri said she guessed only one or two trees would be required per lot. City Manager Estes added that the City did not specify any number of trees. Just a certain percentage of the site must be landscaped.

Commissioner Henri stated she was confused about the maintenance. Stormwater facilities, utilities, and street lights will all become property of and maintained by the City. Street trees would be maintained by the owner even though the trees would be planted in the same public right-of-way. City Manager Estes added that sidewalks are also maintained by property owners. Anything in the right-of-way outside of the curb line is maintained by the adjacent property owner unless common maintenance is required.

Commissioner Henri asked who would maintain any street trees planted by the developer. City Manager Estes said that street trees could be maintained in common by an HOA or by the adjacent property owner. Mill Pond's HOA maintains the landscaping for consistency throughout the development. Staff has no preference on way or the other on this development.

Commissioner Herman asked Commissioner Henri to clarify her comments on tree species that require little to no maintenance once mature.

Commissioner Henri explained that trees are at risk of dying for the first two or three years, but the maintenance period for new plantings is only one year. The landscape contractor would be responsible for watering plants for the first year. Trees would need to be drought tolerant. Leaf removal in the fall would be the main concern. Trees on approved street tree lists tend to not have aggressive roots, so buckling concrete would only become a concern when the trees grow large. Another concern could be broken branches when the trees are older. However, issues can be avoided during the design by choosing the right species of trees.

Commissioner Moore said he was very concerned about the maintenance and ownership of the trees. Mr. Johnson stated he did not have any intention to sell the properties, but he is not required to say either way. So, there may be other property owners in the future. Therefore, an HOA might be applicable. Covenants, conditions, and restrictions (CC&Rs) are only enforceable by an HOA. If the Commission requires street trees, the Commission needs to find some way to ensure the trees continue on. He did not believe there was a clear way to do that.

President Fitzpatrick believed the City was responsible for enforcing CC&Rs. City Manager Estes stated the City has zero responsibility over CC&Rs. If the Commission required that specific provisions be included in CC&Rs, like requiring street trees to be maintained by an HOA, the CC&Rs would have to state that the provision could not be modified without the expressed approval of the City of Astoria because it was a condition of the subdivision. However, the City cannot enforce CC&Rs. CC&Rs are covenants by a collective group of property owners that are only self-enforceable.

President Fitzpatrick said he had been involved in CC&Rs that the city did have the authority to enforce. City Manager Estes clarified that the City can only enforce the Development Code.

Commissioner Mitchell believed the Commission was getting legalistic about street trees. This property will become an apartment development and the developer intends to maintain ownership to make profits from it. She assumed the development would have a high-quality design because the property owner wanted the development to look good. If trees are required, the property owner will maintain the trees. Since landscaping requirements on multifamily properties is less specific, the landscaping may just be shrubs instead of trees since they are easier to maintain. Therefore, the Commission should require street trees. The development is a profit-making venture.

Commissioner Henri asked how long Roads A and B were, and how many street trees would be required. City Manager Estes noted the initial condition stated that a street tree plan would be provided with engineering construction plans because the trees would need to coordinate with the street lights, driveways, and other elements of the plan. Engineering Staff would need to determine the location of available land for trees. At this point, driveway locations have not yet been established because that is not part of the platting process. Additionally, the City's engineering design standards do not include spacing requirements.



President Fitzpatrick reminded the Commission was not determining the number of trees, just whether or not to require a street tree plan.

Commissioner Henri asked if the City would be required to figure out the maintenance. City Manager Estes said the Commission would need to make a decision on maintenance if street trees are required.

President Fitzpatrick called for a straw poll, asking should the Commission require street trees. All of the Commissioners stated they would vote in favor of requiring street trees. Commissioner Cameron-Lattek clarified that she would vote with the majority because Astoria needed this development. Commissioner Moore added that the street tree requirement would not preclude him from voting in favor of the subdivision.

Staff recommended a condition requiring the street trees to be maintained by the adjacent property owners, which is consistent with the way right-of-way improvements are dealt with throughout the rest of the city and because no HOA has been proposed for this development. Staff also recommends that the trees must be installed with the infrastructure improvements or bonded for installation during a phase of the project that would give the trees a better chance of survival.

Commissioner Moore said if the adjacent property owner is responsible for maintenance of the trees, what would preclude the property owner from cutting the trees down? City Manager Estes stated that would be a violation of the subdivision approval and the City would require that a new tree be planted.

Commissioner Henri noted that property owners would not have to replace trees that died, were hit by a car, or struck by lightning. City Manager Estes said over time in all developments, some of the landscaping will die or get damaged.

President Fitzpatrick confirmed that the Commission was in agreement with Staff's recommended conditions for installation and maintenance.

To implement the Commission's direction, Staff recommended that Condition 17. Street Trees include the following sentence, "The street trees shall be maintained by adjacent property owners." The Planning Commission concurred.

Commissioner Moore moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Subdivision SP18-01 by Stan Johnson and Cary Johnson, with the following addition to the Conditions of Approval contained in the Staff report:

- Condition 17. Street Trees – Add the following sentence, "The street trees shall be maintained by adjacent property owners."

Seconded by Commissioner Henri. Motion passed unanimously.

President Fitzpatrick read the rules of appeal into the record.

#### REPORTS OF OFFICERS:

Commissioner Henri reported that she had been asked to participate in an advisory committee for the Uniontown Reborn Master Plan project.

City Manager Estes added that the project area was between the round about and the Doughboy monument. The project would consider streetscape and transportation improvements, zoning along the Highway 30/Highway 101 corridor, and aesthetic improvements at the city gateways from Washington and Warrenton. The Planning Commission might need to consider Code amendments as part of this project. The Mayor had asked Commissioner Henri to join the committee because she has experience with landscape architecture.

Commissioner Herman reported this was her last meeting. She thanked the Commissioners for being such great colleagues and for educating her.

Commissioner Moore and President Fitzpatrick thanked Commissioners Herman, Mitchell, and Easom for their service and shared parting comments.

**STAFF/STATUS REPORTS:**

**Meeting Schedule**

- i. January 8, 2019 – APC Meeting at 6:30 pm (with Riverfront Vision Plan Urban Core work session)
- ii. January 29, 2018 – Discuss possible APC meeting

City Manager Estes noted the work session on January 8<sup>th</sup> would focus on historic architectural designs. Also, a training session for Councilors and Commissioners had been scheduled for January 10, 2019 at 6:00 pm, hosted by the Department of Land Conservation and Development (DLCD). The training is optional.

President Fitzpatrick confirmed the incoming Commissioners would be updated on the Riverfront Vision Plan.

City Manager Estes said the new Commissioners would be appointed by Mayor Elect Jones after the first of the year, so Staff would work quickly to get the new Commissioners up to speed.

**PUBLIC COMMENTS (NON-AGENDA):**

There were none.

**ADJOURNMENT:**

There being no further business, the meeting was adjourned at 7:55 pm.

**APPROVED:**

---

Community Development Director



## STAFF REPORT AND FINDINGS OF FACT

January 22, 2019

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: CONDITIONAL USE REQUEST (CU18-07) BY LAD HOLDINGS & ADRIFT PROPERTIES TO LOCATE A HOTEL WITHIN AN EXISTING BUILDING LOCATED AT 1 9TH STREET

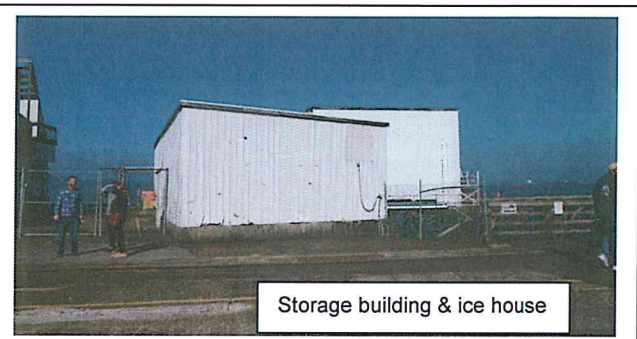
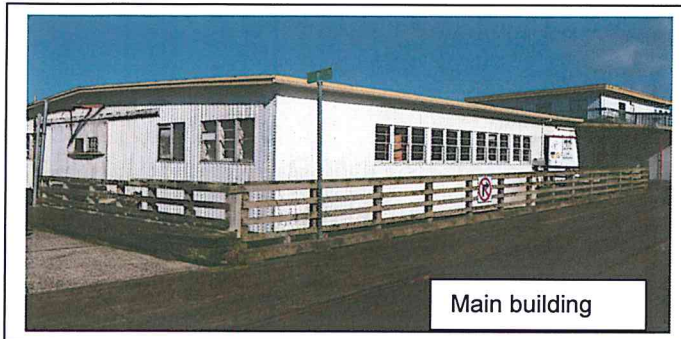
### I. SUMMARY

- A. Applicant: LAD Holdings LLC  
David W Kroening [davidwkroening@gmail.com](mailto:davidwkroening@gmail.com)  
86946 Young Rivers Rd  
Astoria OR 97103
- Adrift Properties LLC  
Tiffany Turner [tiffany@adrifthotel.com](mailto:tiffany@adrifthotel.com)  
409 Sid Snyder Drive  
Long Beach WA 98631
- B. Owner: Astoria Holdings Inc.  
5235 Industrial Pl  
Ferndale WA 98248
- Division of State Lands  
775 Summer St NE Ste 100  
Salem OR 97301
- C. Location: 1 9th Street; Map T8N R9W Section 8CB, Tax Lots 500 & 600;  
footing of Blocks 8 & 55, McClure
- D. Zone: A-2, Aquatic Two Development (hotel)  
S-2A, Tourist-Oriented Shoreland (parking area)  
CRESO, Columbia River Estuary Shoreland Overlay
- E. Lot Size: Over water west parcel - approximately 94' x 207' (19,500 sqft)  
Over water east parcel - approximately 97'/108' x 210' (20,400 sqft)  
On land parcel - approximately 114'/170' x 200' (28,400 sqft)
- F. Proposal: to locate a maximum 40 room hotel and approximate 600 square foot  
restaurant in existing over water buildings with parking on an  
adjacent on-land lot

## II. BACKGROUND INFORMATION

### A. Site:

The vacant one-story building with a two-story portion is located over the water on the north side of the trolley tracks between 8th and 9th Streets. The proposed hotel use would be located in the main building and would have a couple additional rooms in the adjacent accessory building to the east. The storage building is located within the 9th Street right-of-way and would be used for either storage and/or office space. The buildings would be accessed from 9th Street.



Due to the location over the water, the applicant will need to obtain a Submerged Lands Lease from the Division of State Lands for the proposed use (Condition 1).

### B. Neighborhood:

The area is bounded on the north by the Columbia River; on the west by Buoy Beer (1 8th Street); on the east by undeveloped water area which is part of the former Astoria Holdings seafood processing facility, and Pier 11 (70 10th Street); on the south by the River Trail and trolley line, a vacant former Astoria Holdings seafood processing facility building, 9th Street River Park, and several small office buildings.





The River Trail does not provide vehicular access. All access to the property is from 8th and 9th Streets which are two-way streets platted 50' wide with on-street parking allowed on both sides of each of these streets.

C. Proposal:

The applicant is proposing to locate a 40-room hotel and approximate 600 square foot restaurant in existing over-water buildings with parking on an adjacent on-land lot. Hotel rooms would be located on the first and second floor of the main building and a few rooms would be located in the adjacent accessory building (former ice house) across the 9th Street right-of-way. The other adjacent accessory storage building is located in the 9th Street right-of-way and is proposed to be reduced in size and used as storage and/or office space for the hotel. The applicant will need to obtain approval from the City to retain the building within the right-of-way (Condition 2).

The applicant proposes to do valet parking on the adjacent lot to the south across the City trolley line right-of-way. The applicant would be partial owner of this property but since it is not the same property under the same full ownership, agreements will be required.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on January 8, 2019. A notice of public hearing was published in the *Daily Astorian* on January 22, 2019. A notice was posted on the site on January 22, 2019. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.535.12 concerning Conditional Uses permitted in the A-2 Zone lists *"Eating and drinking establishment open to the general public which provides significant visual access to the waterfront."*

Section 2.535.13 concerning Conditional Uses permitted in the A-2 Zone lists *"Hotel, motel, inn, bed and breakfast which provides significant visual access to the waterfront."*

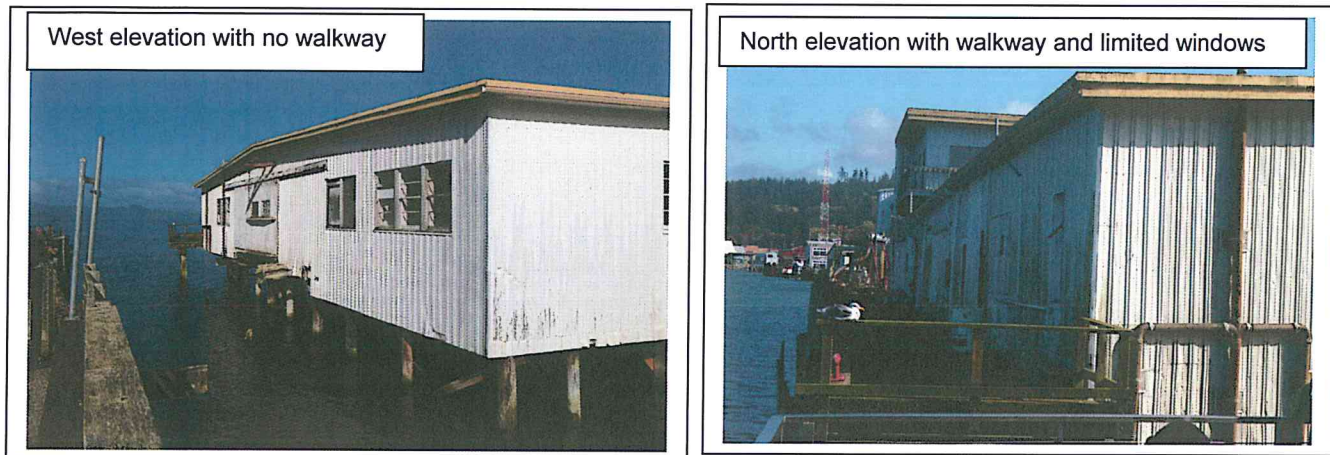
Section 2.705.2 concerning Outright Uses permitted in the S-2A Zone lists *"Eating, drinking and entertainment establishment without drive-through facility."*

Section 2.705.4 concerning Outright Uses permitted in the S-2A Zone lists *"Hotel, motel, inn, bed and breakfast, and associate uses."*

Section 14.505 concerning Permitted and Conditional Uses in the CRESO Zone lists:

- “1. Use and activity listed in the underlying zone, subject to the procedure specified in the underlying zone.
2. Accessory use and activity associated with development in adjacent Columbia River Estuary aquatic areas, subject to the procedure specified in the Aquatic Zone.”

Finding: The applicant intends to locate a hotel and eating/drinking establishment in existing over-water structures. These are allowed as conditional uses in the A-2 Zone. The uses proposed in the A-2 Zone would require review as a conditional use. The applicant proposes to install additional windows on the building to provide more views of the River. Improved walkways would provide additional access to the River.



The parking for these uses would be located on an adjacent lot within the S-2A Zone which allows the uses outright and therefore parking associated with those uses would be allowed outright. The uses are allowed in the CRESO Zone in accordance with the base zones.

- B. Section 2.540.1 concerning Development Standards and Procedural Requirements for the A-2 Zone and Section 14.510.1 concerning Development Standards and Procedural Requirements for the CRESO Zone state that “All uses shall satisfy applicable Columbia River Estuary Shoreland and Aquatic Areas Use and Activity Standards in Article 4. Where a proposal involves several uses the standards applicable to each use shall be satisfied (e.g., dredge, fill, shoreline stabilization, piling installation or other activities in conjunction with an aquaculture facility shall be subject to the respective standards for these uses).”

Finding: The proposed uses would be within an existing waterfront industrial building. Any exterior repair of the building would need to comply with Article 4. The proposed uses will not result in changes to the estuary nor in disposal of effluents into the Columbia River. No additional review or impact assessment would be required.



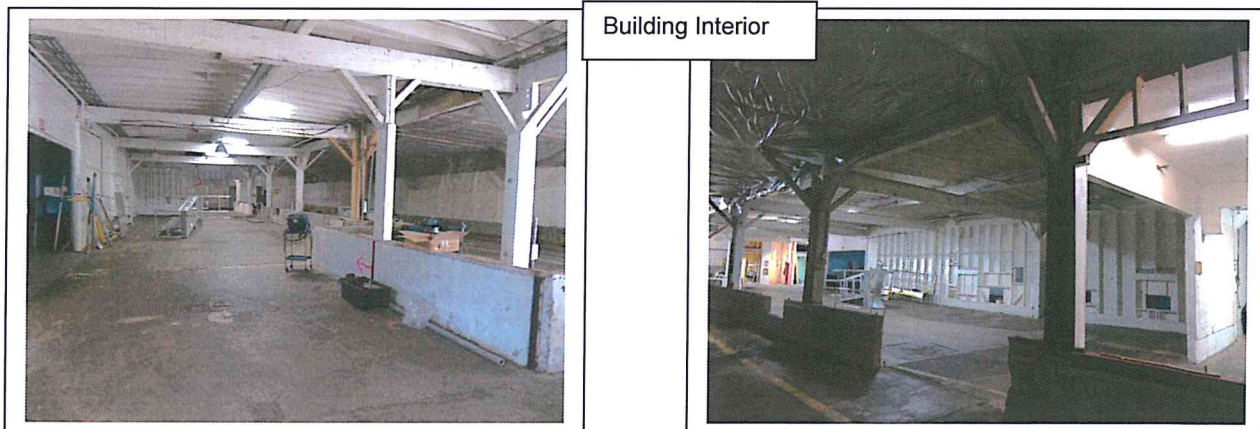
- C. Section 2.540.2 concerning Development Standards and Procedural Requirements for the A-2 Zone states that *"When a proposal includes several uses, the uses shall be reviewed in aggregate under the more stringent provision."*

Finding: Review of the proposed uses will be made under the more stringent provisions.

- D. Section 2.540.4 concerning Development Standards and Procedural Requirements for the A-2 Zone states that *"Uses that are not water-dependent shall not preclude or conflict with existing or probable future water-dependent use on the site or in the vicinity."*

Finding: The main structure was built in ca. 1945 and was occupied by the Sebastian-Stewart Fish Company from 1946 to 1965. Ocean Foods Company used the buildings for fish processing 1966 until it sold to Astoria Holdings Inc in 1999. AH processed fish until it closed in 2017. While the buildings have been continuously used in the fishing industry, fish processing has declined in this area, and large facilities such as this are no longer needed. Local companies such as Bornstein Seafoods, Ocean Beauty, Astoria Pacific Seafoods, Da Yang Seafoods, and Fishhawk Fisheries remain in operation with ability to expand their operations. The cost to repair these older over-water buildings requires a larger return on the investment than the declining fishing industry can provide. Adaptive reuse of buildings such as this with a more profitable operation would help save the structures from demolition by neglect.

Bornstein Seafoods operated a fish processing plant at the adjacent location (1 8th Street) until construction of their new facility on Pier 2 at the Port of Astoria in 2007. That building remained vacant except for use as storage by Bornstein Seafoods until it was converted into Buoy Beer operation in 2014. It is highly unlikely that a new fish processing plant would locate in this building. Other buildings along the waterfront associated with the fishing industry such as Bruski's Dock at 80 11th Street, Big Red at 100 30th Street, and Englund Marine at 101 15th Street, and the building at 4998 Birch Street are also vacant. Many of the fish processing facilities are now located on the piers at the Port.





The proposed uses would involve minor alterations to the exterior and would provide additional waterfront viewing with the opening of windows especially on the north elevation. The interior structural elements would remain but would be finished for use as hotel rooms. While not likely, the building could be returned to a water-dependent use in the future. Probable future water-dependent use would still be viable in the vicinity.

- E. Section 4.160.2 Residential, Commercial and Industrial Development, states that *"The standards in this subsection are applicable to construction or expansion of residential, commercial or industrial facilities in Columbia River Estuary shoreland and aquatic areas."*

*"Off-street parking may only be located over an aquatic area if all of the following conditions are met:*

- a. Parking will be on an existing pile-supported structure; and*
- b. Suitable shoreland areas are not available; and*
- c. The amount of aquatic area committed to parking is minimized; and*
- d. The aquatic area is in a Development designation."*

Finding: Off-street parking is not required in this area; however, as a conditional use permit, parking can be a consideration. The applicant proposes to do valet parking with parking spaces proposed to be located on an adjacent shoreland parcel owned by the applicant and a partner building owner. All areas proposed for parking are existing and used for parking and/or storage and are located within the S-2A (Tourist Oriented Shoreland) Zone. The loading spaces would be within the 9th Street right-of-way in the A-2 (Aquatic Two Development). No additional over water parking areas will be constructed.

- F. Section 4.160 Residential, Commercial and Industrial Development, states that *"The standards in this subsection are applicable to construction or expansion of residential, commercial or industrial facilities in Columbia River Estuary shoreland and aquatic areas."*

- 1. Sign placement shall not impair views of water areas. Signs shall be constructed against existing buildings whenever feasible. Off-premise outdoor advertising shall not be allowed in aquatic areas."*

Finding: Signs are not proposed with this application. Any signage would be subject to the requirements of Development Code Article 8 concerning Signs and this section. A sign permit shall be submitted to the Planner for review and approval prior to installation of any signs (Condition 23).

- G. 4.200 Water Quality Maintenance, states that *"The standards in this subsection are intended to help protect and enhance the quality of water in the Columbia River Estuary. Impacts on water quality in aquatic areas and in tidegated sloughs in shoreland areas are covered by these standards."*

Finding: The proposed uses will not result in disposal of effluents into the Columbia River.

- H. Section 2.540.7 concerning Development Standards and Procedural Requirements for the A-2 Zone states that *"Uses located between the extended right-of-ways of 8th Street and 14th Street are not required to provide off-street parking or loading. Uses located in other portions of the A-2 Zone shall comply with the access, parking and loading standards specified in Article 7."*

City Code Section 6.100 Vision Clearance Area states

*"(2) Clearance Area.*

*The vision clearance area shall not contain any plantings, walls, structures or temporary or permanent obstructions to vision between thirty (30) inches and eight (8) feet in height above the street (Figure 1) except as follows: . . . The City Engineer may adjust vision clearance area requirements as needed for safety, depending on intersection angle, topography, or other conditions, including the clustering of poles in an area.*

*(3) Streets and railroads.*

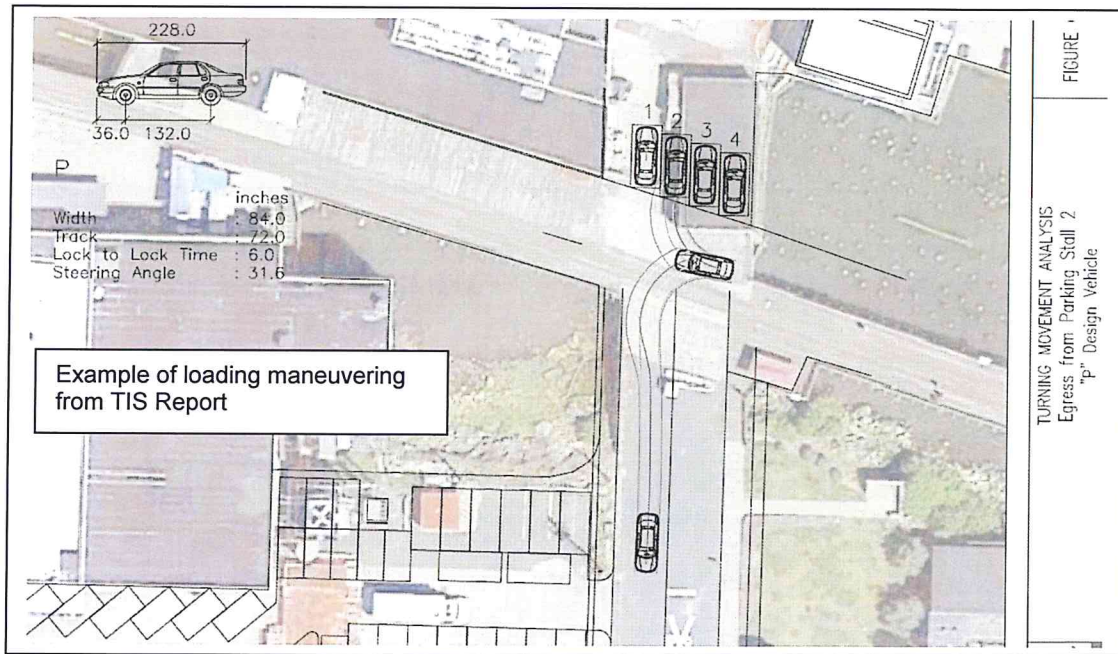
*A vision clearance area shall consist of a triangular area, two sides of which are 25-foot lengths along the outside curb edges of streets, or the paved area of a street without a curb, and/or edges of gravel beds of railroads and the third side of which is a line across the corner of the lot connecting the ends of the other two sides (Figure 2). . ."*

Section 11.040.A.5, Special Conditions, Non-Residential, states *"In permitting a conditional use or the modification of an existing conditional use not involving a housing development (e.g. multi-family development, manufactured dwelling park), the Planning Commission may impose, in addition to those standards and requirements expressly specified in this Code, other conditions which it considers necessary to protect the best interest of the surrounding property or the City as a whole. These conditions are. . ."*

*5. Increasing the required off-street parking spaces. . ."*

Finding: The site is located between 8th and 14th Streets and therefore off-street parking and loading is not required. However, since the proposed use requires review as a conditional use, off-street parking can be a consideration as to whether it is appropriate for this site. The City Engineering Designer John Edwards noted in a memo dated January 15, 2019 concerns with the Vision Clearance Area for the loading area proposed at the foot of 9th Street. He stated, *"Additional analysis will need to be provided by a professional traffic engineer and approved by the City Engineer addressing the sight distance at this location and safety of the maneuvering required at the proposed loading and unloading area prior to approval."* (Condition 3)





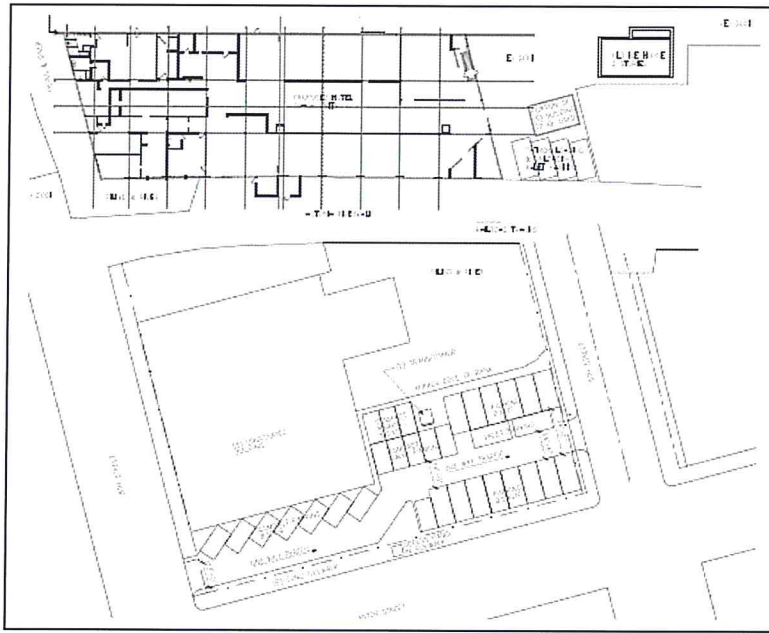
The City Engineering Designer also noted *"It appears that at least one of the parking spaces in the proposed site plan would require backing into the right-of-way to maneuver from the parking space. The proposed parking layout will need to be modified to accommodate all vehicle maneuvering on site prior to approval."* (Condition 4)

- I. Section 7.100 concerning Minimum Parking Space Requirements identifies parking spaces for hotel as "1 space per guest room" and for eating/drinking establishment as "1 space per 250 sq. ft. with seating".

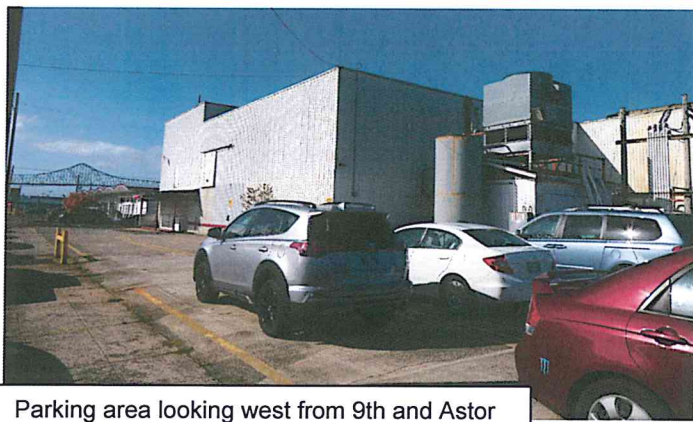
Finding: A maximum of 40 rooms are proposed which would require 40 parking spaces. The gross area devoted to eating/drinking including kitchen area is proposed to be approximately 600 square feet which would require three parking spaces. Therefore, a total of 43 off-street parking spaces could be required as follows:

Eating/Drinking – approximate 600 sqft @ 1 space / 250 sqft = 3  
Hotel – maximum 40 rooms @ 1 space / room = 40

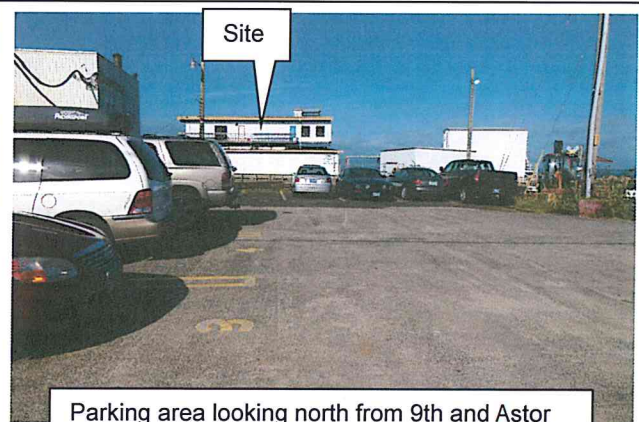
The applicant proposes to provide a total of 30 to 32 parking spaces on an adjacent lot on land across the City trolley line right-of-way, and three to four short term loading parking spaces within the 9th Street right-of-way adjacent to the main entrance to the building for valet parking services. Design of these loading spaces shall be reviewed and approved by the City Engineer (Condition 4).



The area proposed for parking also serves the commercial / industrial building (800 block Astor Street) which is jointly owned by the applicants. An agreement for use of this parking area shall be provided. The agreement shall be reviewed and approved by the Planner prior to recording (Condition 5). The applicants have acknowledged that use of the building on this adjacent site may be subject to any required parking at the time of the proposed use (Condition 6).



Parking area looking west from 9th and Astor



Parking area looking north from 9th and Astor

The uses require 43 off-street parking spaces and the applicant can provide 30 to 32 valet parking spaces on an adjacent site and three to four short-term loading parking spaces on site. Since off-street parking is not required for outright uses, the Planning Commission can determine the final number of spaces required with the conditional use permit without the need for a separate parking variance. The eating/drinking area is proposed to be minimal and while it would be open to the general public, it is anticipated to cater more to the hotel guests and therefore would not generate a need for additional off-street parking. Restaurant guests would also have the use of the valet parking. Hotels generally do not run at 100% capacity year-round and therefore would not require all 40 spaces every day.



However, since it would have the ability to be full at any given time, 40 spaces would be needed at times. The proposed parking lot would only be used by the valets and therefore vehicles can be “stacked” or blocked in when parked. The valets would be able to maneuver the vehicles as needed. With this in mind, the proposed parking site plan could accommodate additional vehicles in the parking aisles if necessary. On-street parking in this area is available on all streets. There are approximately 15 parking spaces on the east side of the 8th Street right-of-way adjacent to the property proposed for the parking area. These spaces are angled and were utilized solely by the former fish processing plant employees. While they are located within a right-of-way and would not count as off-street parking, they are available open parking spaces for public use..

With the valet parking configuration, and the proposed off-street parking and on-street loading spaces , there appears to be sufficient parking for the proposed use. The applicant shall maintain a minimum of 30 off-street parking spaces (Condition 7).

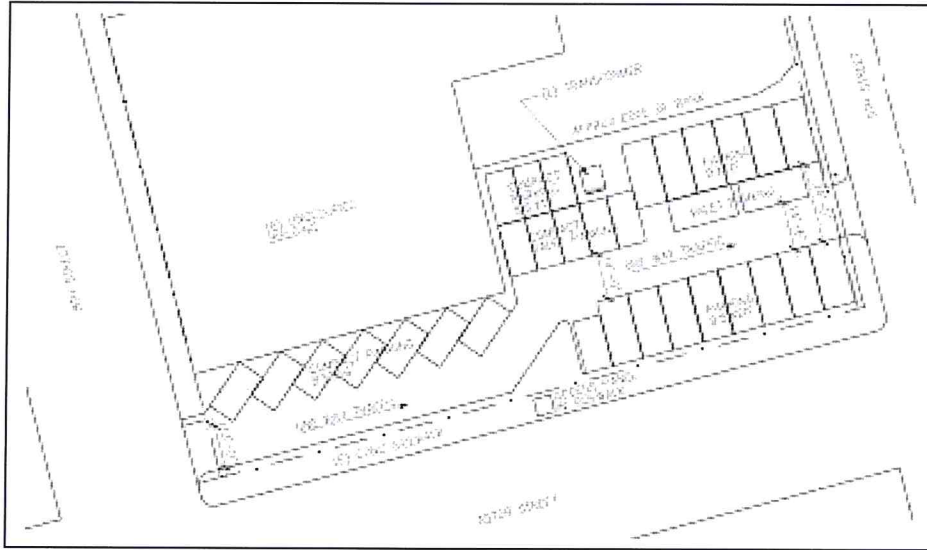
The City Engineering Designer noted in the memo dated January 15, 2019 that *“The site plan shows an area labeled “patron loading & unloading, valet parking” which is within City right-of-way. This loading area, if permitted by Public Works, will need to be available for public use.”* (Condition 8)

- J. Section 7.110.D, Parking and Loading Area Development Requirements, Size of parking spaces and maneuvering areas states *“The parking area, each parking space, and all maneuvering areas shall be of sufficient size and all curves and corners of sufficient radius as determined by the City Engineer to permit the safe operation of a standard size vehicle subject to the following minimum requirements:*

1. *Full size parking spaces shall be nine and one half (9.5) feet wide and 20 feet long.*
2. *Compact parking spaces shall be eight and one half (8.5) feet wide and 16 feet long for no more than 50% of the parking spaces required. An increase to 75% compact may be approved administratively by the Community Development Director upon a finding that anticipated use would not require compliance. An increase greater than 75% may be approved by the Community Development Director as a Class 1 Variance in accordance with Article 9.”*

Finding: The applicant requests a reduction in the dimensions of the parking spaces and aisle widths as all parking on the lot would be by a valet. Some spaces would be stacked (blocking another vehicle) and vehicles would be shuffled as needed in the parking spaces. The reduced configuration of the parking area would allow for a larger number of vehicles parked while maintaining both vehicular and pedestrian safety due to parking and maneuvering of vehicles by valets only. An exception to the parking lot configuration is appropriate.





- K. Section 7.150, Accessible Parking Spaces, states
- "A. *Effective September 1, 1990, existing and new parking spaces for disabled persons shall be required by law at all public and government buildings.*
  - B. *The size, location, dimension, and marking for accessible parking spaces shall be in accordance with current State and Federal regulations for accessible parking facilities."*

Finding: No ADA accessible parking spaces are proposed on the parking lot as it would be used by valet service only. An accessible short-term loading/ parking space shall be provided adjacent to the building at the foot of 9th Street that meets the required dimensions and markings (Condition 9). This space will also be serviced by the valet parking attendant.

- L. Section 7.105, Bicycle Parking, states

- "A. *Standards.*  
*Bicycle parking spaces shall be provided for new development, change of use, and major renovation, at a minimum, based on the standards in Table 7.105. Major renovation is defined as construction valued at 25% or more of the assessed value of the existing structure.*

*Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automotive parking standard, pursuant to Section 7.062, the Community Development Director or Planning Commission, as applicable, may require bicycle parking spaces in addition to those in Table 7.105."*

Table 7.105 for commercial uses requires "1 bike space per primary use or 1 per 10 vehicle spaces, whichever is greater" and that 50% be long term and 50% be short term.

*“B. Design and Location.*

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.*
- 2. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle.*
- 3. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.*
- 4. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*
- 5. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall not conflict with the vision clearance standards of City Code Section 6.100.*
- 6. Short-term bicycle parking.*
  - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
  - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
  - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automotive parking space.*
- 7. Long-term bicycle parking.*

*Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.”*

**Finding:** The proposed use would require 43 parking spaces if parking was required. At one bicycle parking space per 10 vehicle spaces, 5 bicycle spaces would be required. The applicant has indicated that long-term bicycle parking can be provided within the building in locked storage areas. Short-term bicycle parking can be provided either on-site near the accessory storage building and/or on the valet parking lot across the City trolley line right-of-way. The location and design of the 2 long-term and 3 short-term bicycle parking spaces shall be submitted for review and approval by the Planner with the building permit application. These spaces shall be installed prior to occupancy of the building (Condition 10).

The City Engineering Designer in the memo dated January 15, 2019 noted that increased bicycle traffic associated with the development is anticipated by the



applicants but not addressed in the Traffic Impact Study. The River Trail between 8th and 9th Streets was identified in the Transportation System Plan, Volume 2 on page 42, as a safety concern for bicycles and pedestrians. The condition of the River Trail in this block is associated with its use by the former fish processing plant. The Public Works Department recommends that the applicant make improvements to the surface of the River Trail to increase safety for pedestrians and bicyclists (Condition 11).

- M. Section 7.090, Off-Street Loading, states that
- A. *Except as otherwise specifically provided in this ordinance, off-street loading shall be provided in amounts not less than those set forth in Section 7.160.*
  - B. *A parking area meeting the requirements of Sections 7.100 through 7.110 may also be used for loading when the use does not require a delivery vehicle which exceeds a combined vehicle and load rating of 20,000 pounds, and when the parking area is within 25 feet of the building or use which it serves."*

Section 7.160.C, Minimum Loading Space Requirements for "Commercial, Non-office, Public and Semi-Public" uses requires one loading area of 12' x 55' x 14' for uses of "5,000 to 59,999 square feet".

Finding: The existing building is approximately 20,000 square feet with an additional approximate 2,000 square feet in the two accessory buildings. One loading space would be required.

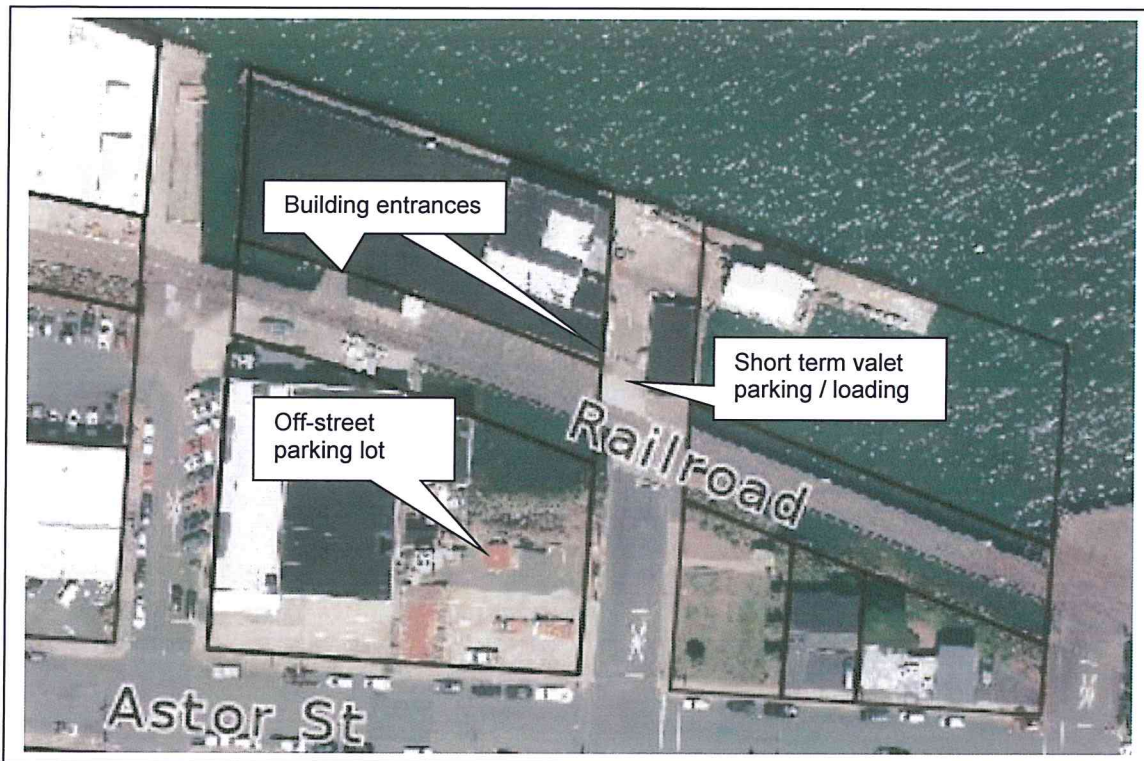
The street end road/trestle crossings are currently limited to a three-ton load limit for vehicles crossing to the north side of the trolley tracks. The City obtained a grant from Oregon Department of Transportation (ODOT) to repair several downtown street end crossings including 8th and 9th Streets.

Loading could occur within the shoreland parking area identified for this project. It would be possible to utilize these parking spaces for this use as short term loading since parking would be by valet only. The entrance to the hotel would be greater than 25' from the parking area. The applicant proposes to hand truck products from the shoreland parking lot across the tracks to the building (Condition 12).

The proposed use as a hotel does not require large frequent deliveries. The proposed restaurant would be small (approximately 600 square feet) and would have minimal deliveries that can be accommodated by use of hand carts. The 50' wide 9th Street right-of-way is a dead-end street improved with a 30' wide travel area and sidewalks. On-street parking is allowed on this street. The previous fish processing operation was granted permission to park semi-trucks in the right-of-way while loading with the fish products. This would not be allowed with the proposed use. However, usage of this dead-end block of 9th Street has generally been limited to the fish processing plant and the minimal number of visitors to the



9th Street Park and River Trail. There will be increased traffic on this street with the proposed hotel.



With the limited need for deliveries, the location of the short-term loading spaces, and the location of the off-street parking lot, it appears that there is sufficient space for off-street loading and maneuvering utilizing the existing parking lot.

- N. Section 7.170, Landscaping of Outdoor Storage or Parking Areas states “A minimum of 5% of the gross parking lot area shall be designed and maintained as landscaped area, subject to the standards in Sections 3.105 through 3.120. This requirement shall apply to all parking lots with an area of 600 square feet or greater. Approved sight obscuring fences or vegetative buffers shall be constructed where commercial parking lots abut Residential Zones. The minimum 5% landscaping shall be counted as part of the total landscaping required for the property.”

Section 3.120.A, Landscaping Requirements, states “Specific requirements governing the placement and maintenance of landscape materials are as follows. .

7. Planting areas shall be designed to separate parking lots from the sidewalk and street and shall contain a mixture of trees and shrubs, except where the presence of chairwalls or public utilities makes the planting infeasible, as determined by the City Engineer, in which case concrete, stone, or other manufactured containers may be used.



8. *Parking areas with 20 spaces or more shall have a minimum of one landscaping divider per ten (10) parking spaces. Each ten (10) parking spaces shall be bordered by a landscaped area. Such area shall consist of a curbed planter of at least three (3) feet by 16 feet, or at least 48 square feet. Each planter shall contain at least one (1) tree, along with hedge or shrub material. . .*
13. *Up to 50% of the landscaping requirement may be satisfied by the use of City right-of-ways for landscaping, as approved by the City Engineer. The property owner shall be responsible for the maintenance of such landscaping. (See City Code 2.350 through 2.353.). . ."*

Finding: The proposed parking area is approximately 8,800 square feet and would require approximately 440 square feet of landscaping. No landscape plan has been submitted. With the valet parking configuration of the parking lot, perimeter landscaping to separate the parking lot from the pedestrian sidewalk would be the most beneficial. The applicant can propose some of the required landscaping within the right-of-way with City approval. The applicant shall submit a landscape plan for review and approval of the Planner with the building permit application. The landscaping shall be installed prior to occupancy of the building (Condition 13). If street trees are proposed, the applicant shall enter into a maintenance agreement with the City prior to occupancy of the building. A draft agreement shall be reviewed and approved by the Planner prior to recording of the Agreement (Condition 14).

- O. Section 3.015.A, Transportation Standards, General Requirements, states *"Except as provided by waiver, deferral, and variance provisions in Subsection 7 below, and the adopted Astoria Engineering Design Standards for In-fill Development, existing substandard streets and planned streets within or abutting a proposed development shall be improved pursuant to the standards of this Section as a condition of development approval. Proposed development shall include proposed land divisions, new buildings or structures that require building permits, or substantial changes to a site, use, or structure. For the purposes of this section, "substantial change" is defined as development activity that requires a building permit and involves one or more of the following:*
- a. *A new dwelling unit.*
  - b. *An increase in gross floor area of [50%] or more.*
  - c. *A projected increase in vehicle trips [as determined by the City Engineer]."*

Finding: Based on the minimal vehicle trips associated with the former fish processing facility, the change of use to a tourist-oriented facility, and the dead-end nature of the street, the City Engineer may review the street configuration. The City is currently making improvements to the street end trestles at 8th and 9th Streets with an ODOT grant. These improvements will be limited to the street ends and trolley line crossings. The applicant shall work with the City Engineer to determine if any additional street upgrades would be necessary (Condition 15).



- P. Section 3.015.A.5, Transportation Standards, General Requirements, Traffic Impact Studies, states *"In order to comply with and implement the State Transportation Planning Rule, the City shall adopt a process to coordinate the review of land use applications with roadway authorities and apply conditions to development proposals in order to minimize impacts and protect transportation facilities, which can be done by establishing requirements for Traffic Impact Studies.*
- a. *When a Traffic Impact Study is Required. The City or other road authority with jurisdiction may require a Traffic Impact Study (TIS) as part of an application for development, a change in use, or a change in access. Based on information provided by the applicant about the proposed development, the City will determine when a TIS is required and will consider the following when making that determination. . .*
- 2) Changes in intensity of use;. . .*
  - 5) Potential negative impact to residential or mixed-use areas;*
  - 6) Potential impacts to key walking and biking routes, including, but not limited to school routes and multimodal street improvements identified in the Transportation System Plan;. . .*
  - 8) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;. . .*
  - 12) A change in internal traffic patterns may cause safety concerns; or. . ."*

Finding: Based on the minimal vehicle trips associated with the former fish processing facility, the change of use to a tourist-oriented facility, the dead-end nature of the street, and the potential safety concerns with the trolley line and River Trail crossing by vehicles associated with the proposed use, it was determined that a Traffic Impact Study (TIS) would be required. The applicant has submitted a TIS by Lancaster Engineering, dated December 6, 2018.

- Q. Section 3.015.A.6, Transportation Standards, General Requirements, states *"The City may attach conditions of approval to land use decisions as needed to satisfy the transportation facility requirements of Section 3.015 and to mitigate transportation impacts identified in the Traffic Impact Study."*

Finding: The TIS Executive Summary states the following:

- "1. The proposed Adrift Hotel will include the construction of a 39-bedroom boutique hotel located near the intersection of 9th Street with the Astoria Riverwalk in Astoria, Oregon.*
- 2. The trip generation calculations show that the proposed development is projected to generate 18 trips during the morning peak hour, 23 trips during the evening peak hour, and 326 average weekday trips.*
- 3. The intersection of Commercial Street at 8th Street was calculated to have a crash rate in excess of the 90th-percentile rate per ODOT's APM. One mitigation which may potentially decrease future crashes at the intersection*



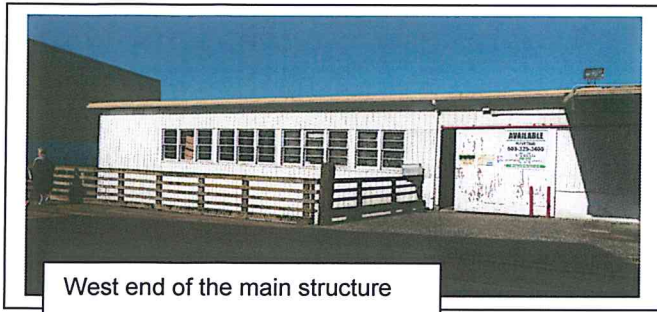
- includes properly maintaining the southbound left-turn lane striping through the intersection.*
4. *No other significant trends and crash patterns were identified at any of the other study intersections that were indicative of safety concerns.*
  5. *Upon completion of construction at the 9th Street intersection with the Astoria Riverwalk, adequate sight distances can be made available at the intersection as well as the proposed egress access to ensure safe and efficient operation along area roadways and intersections.*
  6. *No issues were found with regard to ingress and egress to and from the proposed hotel parking lot. Regarding the loading/unloading valet parking stalls north of the Astoria Riverwalk, no significant safety issues or conflicts are expected to occur between egressing vehicles and the Astoria Riverfront Trolley.*
  7. *Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the unsignalized study intersections under any of the analysis scenarios.*
  8. *All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably through the 2021 buildout year of the site."*

The City Engineer staff reviewed the TIS and the existing street configuration and provided the attached comments dated January 16, 2019. Any recommendations of the City Engineer shall become conditions of approval of the conditional use permit (Condition 16). The City Engineering Designer noted that *"The TIS does not appear to address the potential trip generation impacts of the restaurant on the ground floor that the applicants have proposed. A statement regarding potential impacts anticipated as a result of the additional use shall be provided by a professional traffic engineer."* (Condition 17)

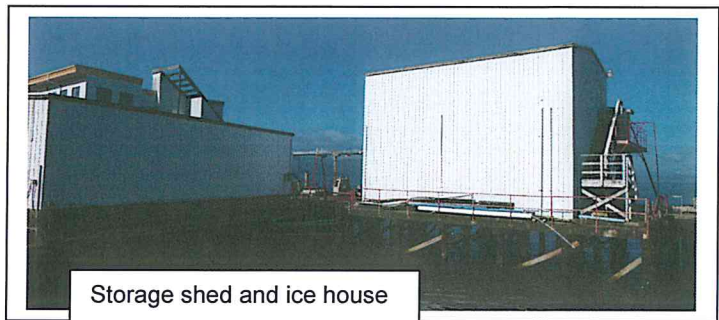
- R. Section 11.020.B.1, Conditional Use Application and Procedures, Decisions, states *"The Planning Commission shall base their decision on whether the use complies with: Applicable policies of the Comprehensive Plan."*

1. Section CP.055(4) concerning Downtown Area Policies states that *"The City encourages the reuse of existing buildings prior to the expansion of commercial zones."*

Finding: The applicant is proposing to reuse an existing building. The nature of the structure with large open areas and potential for riverfront windows allows a good opportunity for adaptive reuse for the proposed hotel and eating/drinking establishment. The applicant proposes to renovate the interior of the building but does not propose to increase the footprint or square footage of the existing buildings. The exterior work would include the addition a windows and upgrade of the facade.



West end of the main structure



Storage shed and ice house

2. Section CP.055(4) concerning Downtown Area Policies states that *“Shoreland zone policies and standards will be designed to encourage public access along the Downtown waterfront.”*

Finding: The proposed use of this building as a hotel and eating/drinking establishment will encourage and allow public access to the waterfront. The applicant proposes to open windows to the River to allow more viewing opportunities from within the building.

The River Trail in this area is wood decking on a trestle. Due to the nature of the former fish processing crossing the River Trail between its buildings, the surface and condition of the Trail is rough in this area. The location of the hotel will add pedestrian traffic to this portion of the River Trail. As noted above, the applicant should improve the Trail adjacent to this site for better pedestrian and bicyclist safety (Condition 11).



Site looking west on River Trail from 9th Street

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



Finding: The proposed hotel and eating/drinking establishment would allow for continued compact urban form development of an area currently serviced by City utilities. Astoria is becoming the cultural center of the region with its numerous historic properties and districts and is becoming a destination for various tourist facilities. The proposed use of the building for these tourist related uses has the potential to become an important part of the downtown redevelopment.

4. CP.020(6) concerning Community Growth, Plan Strategy states that *“The City encourages historic preservation generally, the restoration or reuse of existing buildings. However, these structures must be improved in a timely manner.”*

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

Finding: The existing building is not designated as historic. The applicant proposed several alterations to open the building up allowing more public access to the building and waterfront. While not designated as historic, the building was constructed in 1945, is over 50 years old, and represents the former fishing industry that once dominated the Astoria waterfront. The building has been underutilized since Astoria Holdings ceased their seafood operation in 2017. Over-water buildings are expensive to maintain. Approval of the conditional use would give the applicant the ability to locate a financially viable operation in the building that would provide the funding necessary to salvage and maintain the failing structure.

5. CP.205(1) concerning Economic Development Policies states that *“The downtown core of Astoria, generally extending from Sixth to Sixteenth Streets, and from the waterfront to Exchange Street is the retail, service and governmental center of the area. The City, through its zoning actions and support of the Astoria Downtown Development Association, will promote the Downtown.”*

CP.200(2) concerning Economic Development Goals states that *“The City of Astoria will assist in strengthening the City’s Downtown core as the retail center of the area, with the support of the Downtown Association and the Downtown Manager.”*

CP.200(3) concerning Economic Development Goals states that *“The City of Astoria will encourage the broadening of the economy, particularly in areas which help balance the seasonal nature of existing industries.”*

CP.205(5) concerning Economic Development Policies states that *"The city and business community should develop a cooperative program for strengthening and upgrading the core commercial area's competitive position."*

Finding: The existing buildings and businesses in the area are active participants in the downtown commercial area. They are a mixture of working waterfront and commercial businesses visually and physically linked to the downtown and help strengthen the downtown as a central business district. The possible use of this building for a hotel and eating/drinking establishment would support the economic health of the area. The proposed uses would strengthen the downtown as well as provide year-round job opportunities.

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

- S. Section 14.530, Flood Hazard Overlay Zone, General Provisions, states
- "A. *Lands to Which This Code Applies.*  
*This Code shall apply to all areas of special flood hazards (Flood Hazard Overlay Zone) in combination with present zoning requirements within the jurisdiction of the City of Astoria. . .*
- C. *Compliance.*  
*No structure or land shall hereafter be located, extended, converted or altered without full compliance with the terms of this Code and other applicable regulations. . ."*

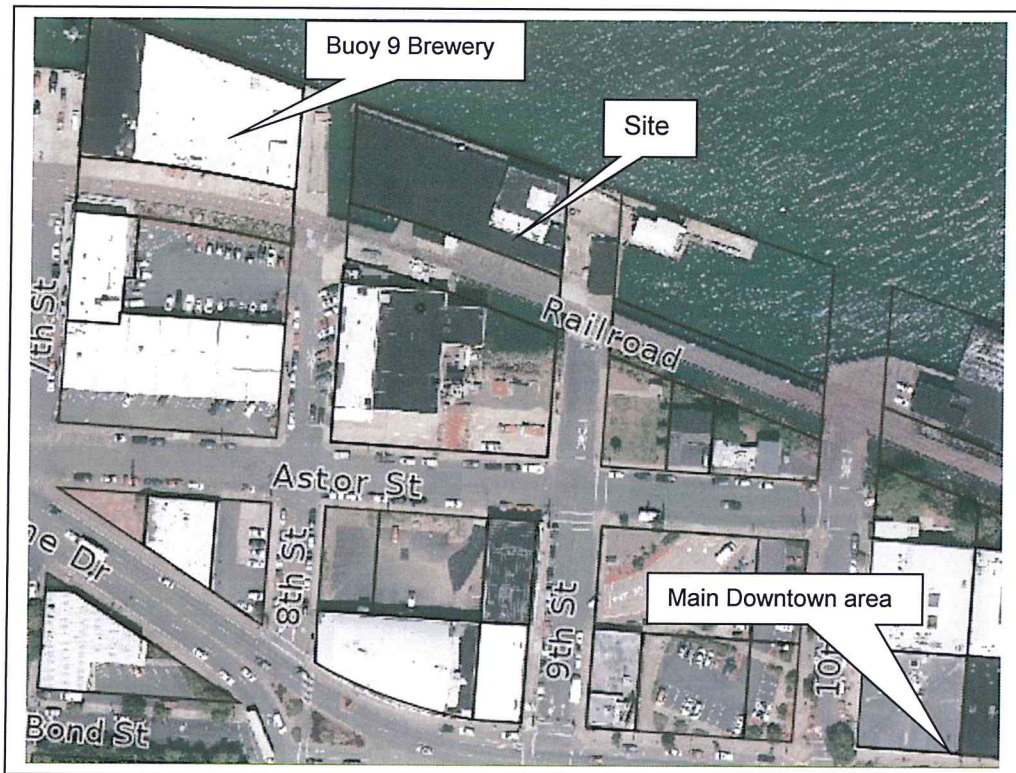
Finding: The site is located in Flood Hazard Zone AE, "Areas determined to be within the 1% annual chance floodplain", of the Flood Insurance Rate Map, Community Panel Number 410028-229-E, dated September 17, 2010. The applicant shall submit a preliminary Flood Elevation Certificate with the building permit application and a Final Flood Elevation Certificate to the Planner prior to occupancy of the building (Condition 18).

- T. Section 11.030.A, Basic Conditional Use Standards, states *"Before a conditional use is approved, findings will be made that the use (except for housing developments) will comply with the following standards:"*
- "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."*

Finding: The site is easily accessible to pedestrians, bicyclists, vehicle traffic, trolley line, and those using public transit. The existing building was constructed and used for fish processing. Use a hotel with an accessory



use of eating/drinking, would not be a major impact to the area as this site has been used for seafood processing with multiple seasonal employees and major deliveries/shipments. The storage building and ice house on the east side of the main building across the 9th Street right-of-way would be reconfigured for storage and additional hotel rooms. There are few downtown buildings that have easy vehicular access to the buildings for deliveries. With the ability to eventually use the dead end of 9th Street and utilize hand truck deliveries, this building is appropriate for a hotel operation due to the minimal impact to the streets for these functions.

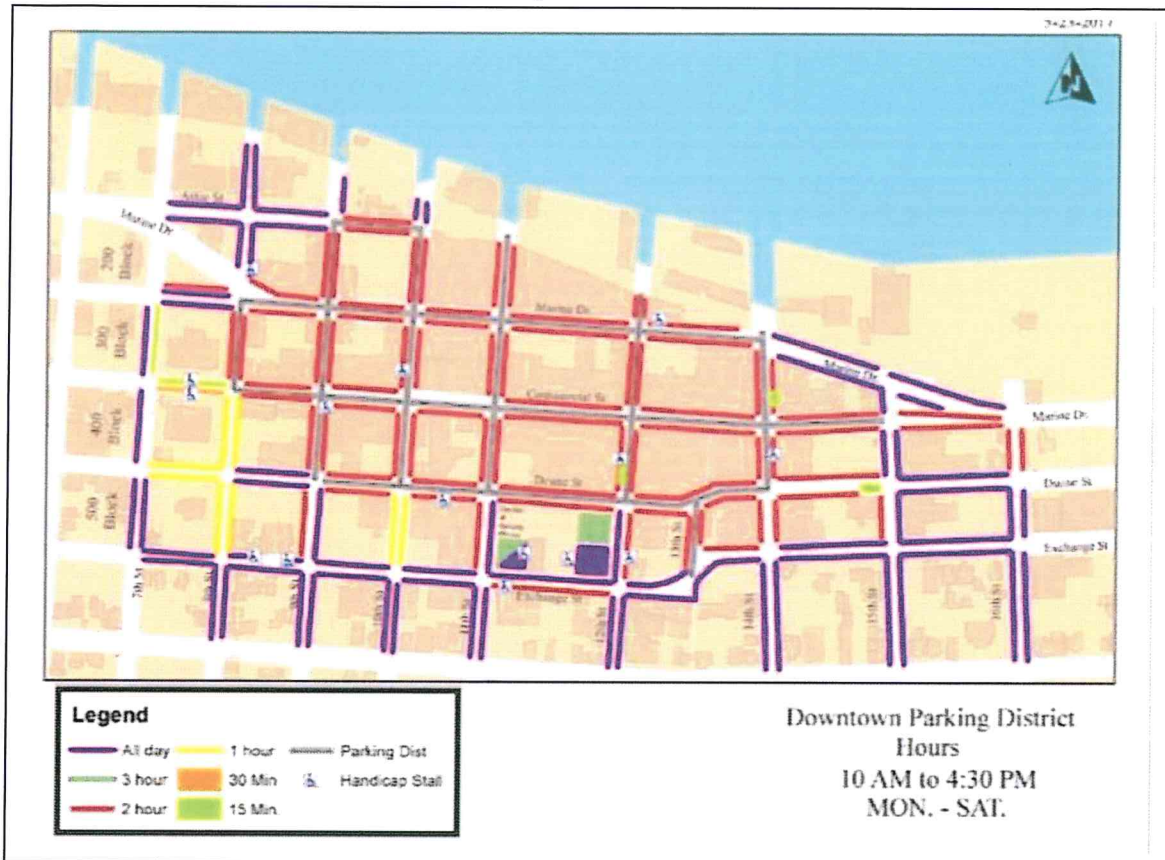


The uses would benefit from a downtown location due to the pedestrian traffic and the close proximity to other sales and services such as art galleries, restaurants, retail sales, and other general commercial businesses. In order to attract guests, most hotels locate along the main vehicular routes such as Marine Drive for easy access or along the waterfront. This waterfront location is easily accessed from Marine Drive and would be appropriate.

There would be a limited number of employees at the site at the same time. The largest number would be during the late morning hours when the rooms are being cleaned daily with the highest number of 7 employees on Sunday morning when the restaurant would not be open. The City has a Downtown Parking District that restricts employee parking and is identified in City Code Section 6.350 to 6.370. The Parking District generally extends from 7th Street to 16th Street and the River to Exchange Street. In most of



this area, employees and residents are not allowed to park between 10:00 am and 4:30 pm, Monday to Saturday. Employees of the proposed hotel would not be allowed to park within this District.



With the opening of glass windows to view the River, and waterfront location, the building is ideal for the proposed uses without major changes to the facade other than upgrades and the additional window openings. The site is appropriate for the proposed use.

- “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.*”

Finding: The site is accessible from 9th Street on the east and 8th Street on the west side. It is located on the River Trail and accessible from the trolley line on the south. On-street parking is available on both sides of 8th and 9th Streets. The applicant has submitted a TIS which addresses the potential vehicle impacts to the area. Off-street parking is not required but can be considered under the conditional use review. Parking would be by



valet service from loading short term parking spaces at the foot of 9th Street to a parking lot on the on-land lot south of the trolley track.

The City Engineering Designer has expressed concern with one of the loading spaces as it requires maneuvering into the River Trail area. As noted above, the final design of the loading spaces will need to be reviewed and approved by the City Engineer will all vehicle maneuvering accommodated on site (Condition 4).

Sidewalks and River Trail for pedestrians, bicycle facilities, public transit are in close proximity to the site and vehicle access is readily available to the site to accommodate visitors using various modes of transportation. The applicant should improve the River Trail between 8th and 9th Streets to provide safer pedestrian and bicyclist access to the building.



Garbage collection is provided by Recology under contract with the City. The applicant shall contact Recology on the location and size of the refuse collection area for the proposed use (Condition 19). Solid waste disposal areas shall be screened from view (Condition 20). At this time, the street crossing load limit may prohibit the Recology vehicles from crossing to the site. The applicant shall work with the adjacent property owner (which is jointly owned by the applicant) to possibly arrange for a temporary location on land at the foot of 9th Street until a permanent location can be designed and accessed. The applicant shall continue to work with the City on the final location and design of the refuse collection area (Condition 19). Any off-site location would require a written agreement reviewed and approved by the Planner and a recorded copy provided to the City prior to occupancy of the building (Condition 21).

- “3. *The use will not overburden water and sewer facilities, storm drainage, fire and police protection, or other utilities.*”

Finding: Public facilities are available to the site. An on-site meeting with the Fire Chief, Consulting Planner, and Building Official was conducted in October 2018 to discuss the condition of existing facilities and potential needed building upgrades. The applicant has met with the City Engineer concerning the proposed use. The applicant has not submitted a building permit to be reviewed and approved by the various City Departments for final approval of the proposed site plan and building design. The applicant will need to work with the City Engineer on the utilities and any upgrades needed to the facilities to service this site (Condition 22). The use will not overburden water, sewer, or storm drainage. The building will require installation of a fire suppression system. As with all new or increased businesses and development, there will be incremental impacts to police and fire protection, but the proposed use will not overburden these services.

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

Finding: No new exterior construction is proposed as part of this request other than renovation of the building facade and windows. The site is not within 100' of a known geologic hazard area. The site is located within Flood Hazard Zone AE “Special Flood Hazard Area subject to inundation by the 1% annual chance flood - (Base Flood Elevation 12). A Flood Elevation Certificate will be required prior to occupancy of the building as the proposed construction work will exceed 25% of the building's assessed value (Condition 18). Additional studies are not required.

- “5. The use contains an appropriate amount of landscaping, buffers, setbacks, berms or other separation from adjacent uses.”*

Finding: The building is existing and encompasses the entire parcel. No additional landscaping requirements will be imposed as part of this request.

## VI. CONCLUSIONS AND RECOMMENDATIONS

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

1. The applicant shall obtain a Submerged Lands Lease from the Division of State Lands for the proposed use.
2. The applicant shall obtain approval from the City to retain the building within the right-of-way.



3. Additional analysis shall be provided by a professional traffic engineer and approved by the City Engineer addressing the sight distance and safety of the maneuvering required at the proposed loading and unloading area prior to approval.
4. Design of the loading spaces within the 9th Street right-of-way shall be reviewed and approved by the City Engineer with vehicle maneuvering accommodated on site.
5. An agreement for use of the parking area on the adjacent lot in 800 block Astor Street shall be provided. The agreement shall be reviewed and approved by the Planner prior to recording.
6. The applicants shall acknowledge that use of the building on the adjacent site in 800 block Astor Street used for parking may be subject to any required parking at the time of the proposed use for that site.
7. The applicant shall maintain a minimum of 30 off-street parking spaces.
8. The loading area located within the 9th Street right-of-way, if permitted by Public Works, shall be available for public use.
9. A handicapped accessible short-term loading/ parking space shall be provided adjacent to the building at the foot of 9th Street that meets the required ADA dimensions and markings.
10. The location and design of the 2 long-term and 3 short-term bicycle parking spaces shall be submitted for review and approval by the Planner with the building permit application. These spaces shall be installed prior to occupancy of the building.
11. The applicant shall make improvements to the surface of the River Trail to increase safety for pedestrians and bicyclists. Design of the improvements shall be reviewed and approved by the City Engineer.
12. A Loading Parking Space shall be located in the adjacent parking lot and the applicant shall hand truck products from the shoreland parking lot across the tracks to the building.
13. The applicant shall submit a parking area landscape plan for review and approval of the Planner with the building permit application. The landscaping shall be installed prior to occupancy of the building.
14. If street trees are proposed, the applicant shall enter into a maintenance agreement with the City prior to occupancy of the building. A draft agreement

shall be reviewed and approved by the Planner prior to recording of the Agreement.

15. The applicant shall work with the City Engineer to determine if any additional street upgrades would be necessary.
16. Any recommendations of the City Engineer in the memo dated January 16, 2018 shall become conditions of approval of the conditional use permit.
17. A statement regarding potential impacts anticipated as a result of the additional use of a restaurant shall be provided by a professional traffic engineer.
18. The applicant shall submit a preliminary Flood Elevation Certificate with the building permit application and a Final Flood Elevation Certificate to the Planner prior to occupancy of the building.
19. The applicant shall work with Recology and the City on the location and size of the refuse collection area for the proposed use in the building.
20. The refuse collection area, including any temporary site, shall be enclosed to screen from view. The design and location of the enclosure shall be reviewed and approved by the Planner and shall be constructed prior to occupancy of the building.
21. If the refuse collection area is located off-site, the applicant shall obtain a written agreement for the location and provide a copy of the agreement to the Planner for review and approval. A copy of the recorded agreement shall be provided to the Planner prior to occupancy of the building.
22. The applicant shall work with the City Engineer on the utilities and any upgrades needed to the facilities to service this site.
23. The applicant shall submit a sign permit application for review and approval by the Planner prior to installation of any signs.

The applicant should be aware of the following requirements:

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

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





# CITY OF ASTORIA

Founded 1811 • Incorporated 1856

## COMMUNITY DEVELOPMENT

CITY OF ASTORIA

OCT 16 2018

BUILDING CODES

☒ Fee Paid Date 10-16-18 Check 10-16-18 By JH

No. CU 18-07

Fee: \$500.00

### CONDITIONAL USE APPLICATION

Property Address: 1- 9th St, Astoria, OR 97103

Lot 80908CB

Block Stg of Blks 8 & 55

Subdivision McClure

Map 8CB

Tax Lot 80908CB

500 & 600

Zone A-2

Applicant Name: LAD Holdings LLC and Adrift Properties LLC

David Kroening 585-224-5075  
Tiffany Turner 503-298-7915

Mailing Address: 409 Sid Snyder Dr, Long Beach, WA 98631

Phone: 503.298.7915

Business Phone: \_\_\_\_\_

Email: tiffany@adrifhotel.com

davidwkroening@gmail.com

Property Owner's Name: Astoria Holdings Inc

Mailing Address: 5235 Industrial Place Ferndale, WA 98248

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

Signature of Applicant: [Signature]

Date: 10/16/18

Signature of Property Owner: [Signature]

Date: 10-16-18

Existing Use: Vacant building that was previously a fish processing plant

Proposed Use: Boutique Hotel, Small upscale restaurant & bar

may 40 rooms

Square Footage of Building/Site: combined building sq ft = 22,050

Proposed Off-Street Parking Spaces: 23 w/ valet service

**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:	
Labels Prepared:		Tentative APC Meeting Date:	<u>12/4/18</u>
120 Days:			

City Hall • 1095 Duane Street • Astoria OR 97103 • Phone 503-338-5183 • Fax 503-338-6538  
[planning@astoria.or.us](mailto:planning@astoria.or.us) • [www.astoria.or.us](http://www.astoria.or.us)

**FILING INFORMATION:** Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 20th of the month to be on the next month's agenda. A Pre-Application meeting with the Planner is required prior to acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Planning Commission meeting is recommended.

BUILDING CODES

OCT 16 2018

CITY OF ASTORIA

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.

See Attached

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

See Attached

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

See Attached

- 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.

See Attached

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

See Attached

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



**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.**

There are not a lot of viable uses for an overwater structure such as this. It went to auction as a fish cannery with no interest and current processors can speak to it not being useful. Developers argue the cost would be too high for workforce only housing, office space or other non-visitor related uses.

There is a lot of controversy surrounding new construction in Astoria's urban core, this is why we are committed to repurposing this old building into a new and viable use without taking away its value to the community or it's history.

Located in the urban core, once a guest is to the hotel, there is extremely high walkability and visitors will not have to drive downtown to park.

Currently, the riverfront on 9th St is gated off to the community. This project will open the riverfront for public access as well as have a lobby and small restaurant inside the hotel available for locals and visitors to enjoy the 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.**

The property will have Valet Parking available. We plan to have 40 spots available for valet guest parking which are not current public parking spaces. There will be 4 loading spots for guests checking in and out and being dropped off at either the restaurant or hotel.

Loading vehicles will cross the trolley line just like all other street ends but could load and unload with a hand-truck on the south side of trolley line if needed.

Garbage service will be provided by WOW and will be enclosed and covered, located in the parking lot at 9th Street & Astor Street.. We will work with WOW on a garbage location that is suitable.

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

There are public utilities on-site and a hotel and restaurant will use significantly less water and other utilities than that of a fish processor or other manufacturing.

The building will have sprinklers, alarm systems, and 24 hour staffing so that there will be constant management of any issues and will lessen any police calls as the buildings will be operable and not abandoned.

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

There will be no new construction. It is in zone A2 and this zone requires FEMA flood elevation certificate.

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

There is no new construction in this proposal and the building encompasses much of the parcel. However, we will do everything possible to add landscaping in planters that fit in with adjacent properties and the style of the hotel.

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

Not applicable for this project

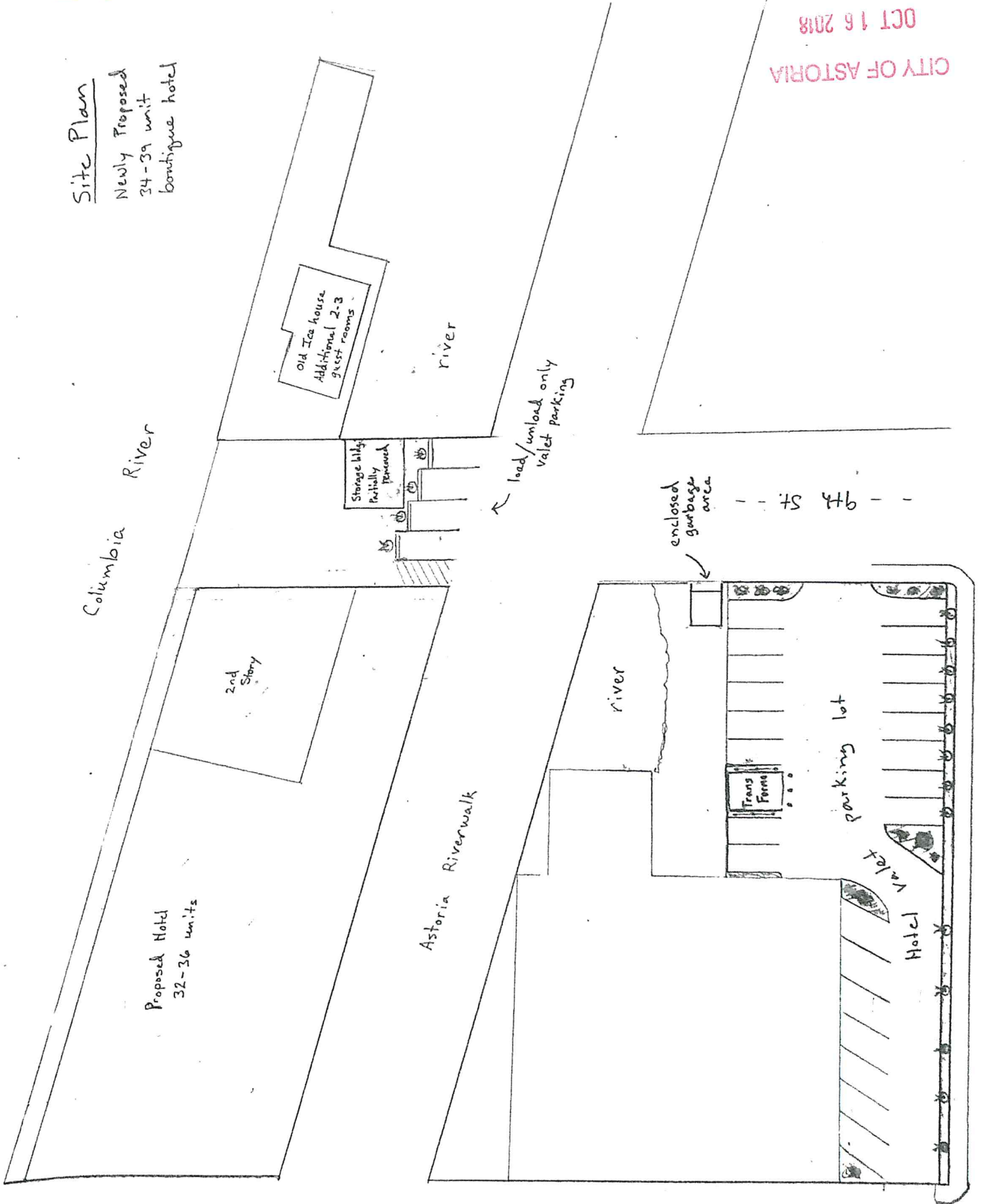
CITY OF ASTORIA  
OCT 16 2018  
BUILDING CODES





Site Plan

Newly Proposed  
34-39 unit  
boutique hotel

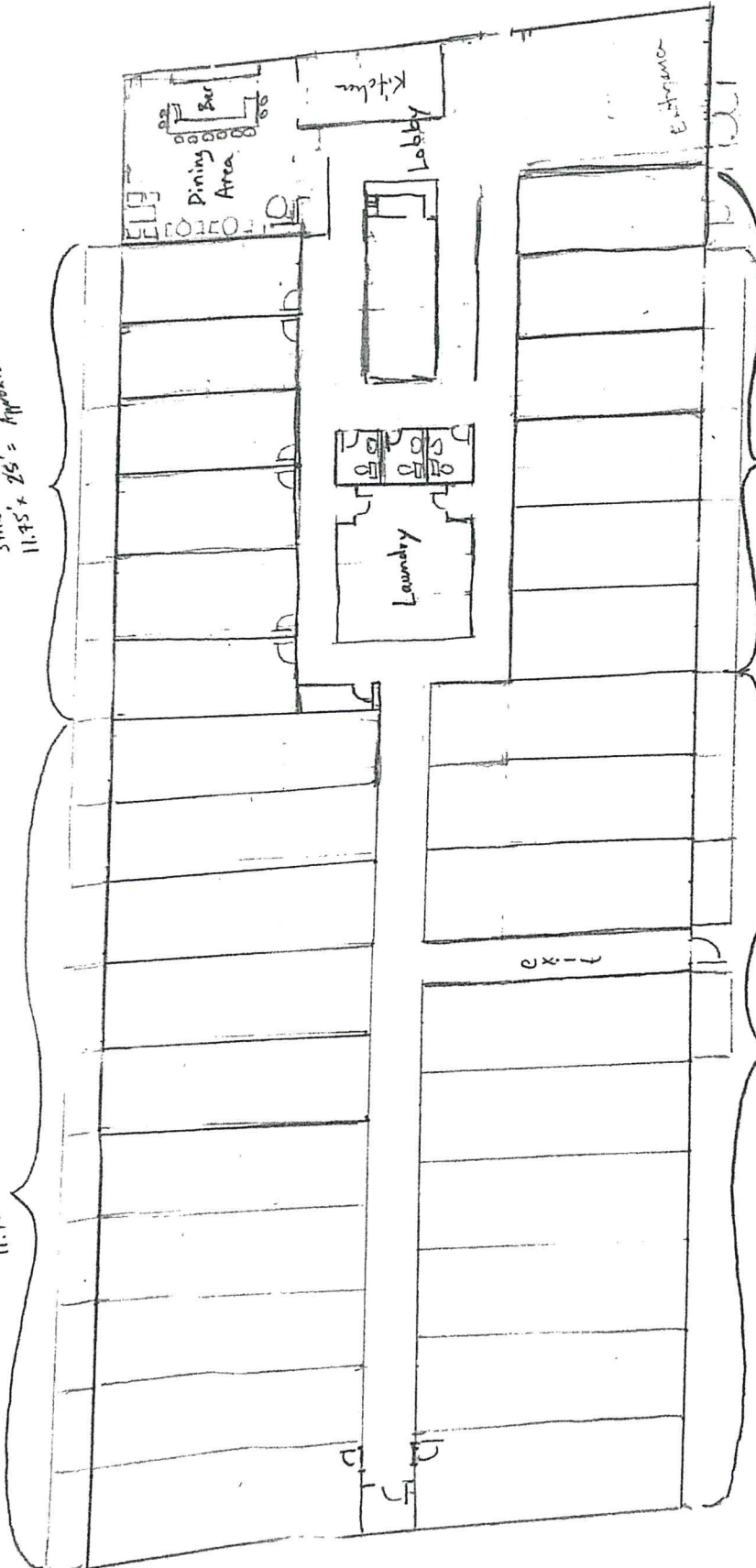


CITY OF ASTORIA  
OCT 16 2018  
BUILDING CODES

2

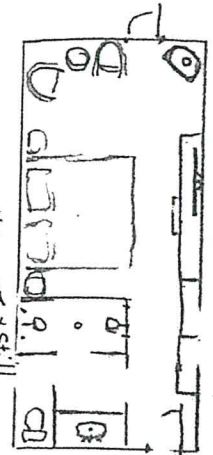
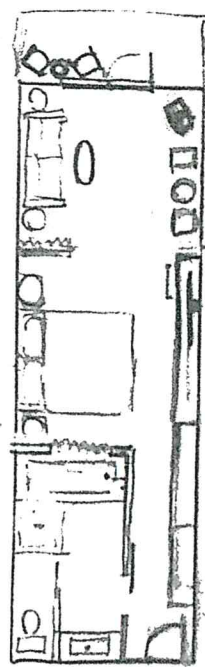
larger rooms  
11.75' x 35' = Approx. 410 sq. ft.

smaller rooms  
11.75' x 25' = Approx. 295 sq. ft.



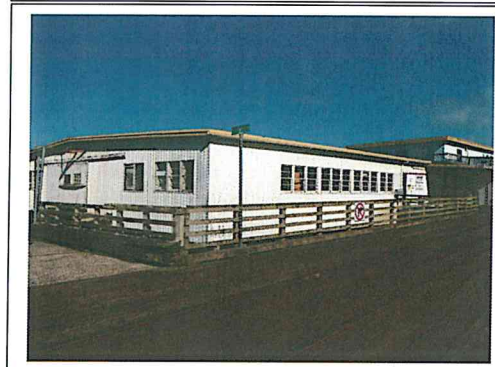
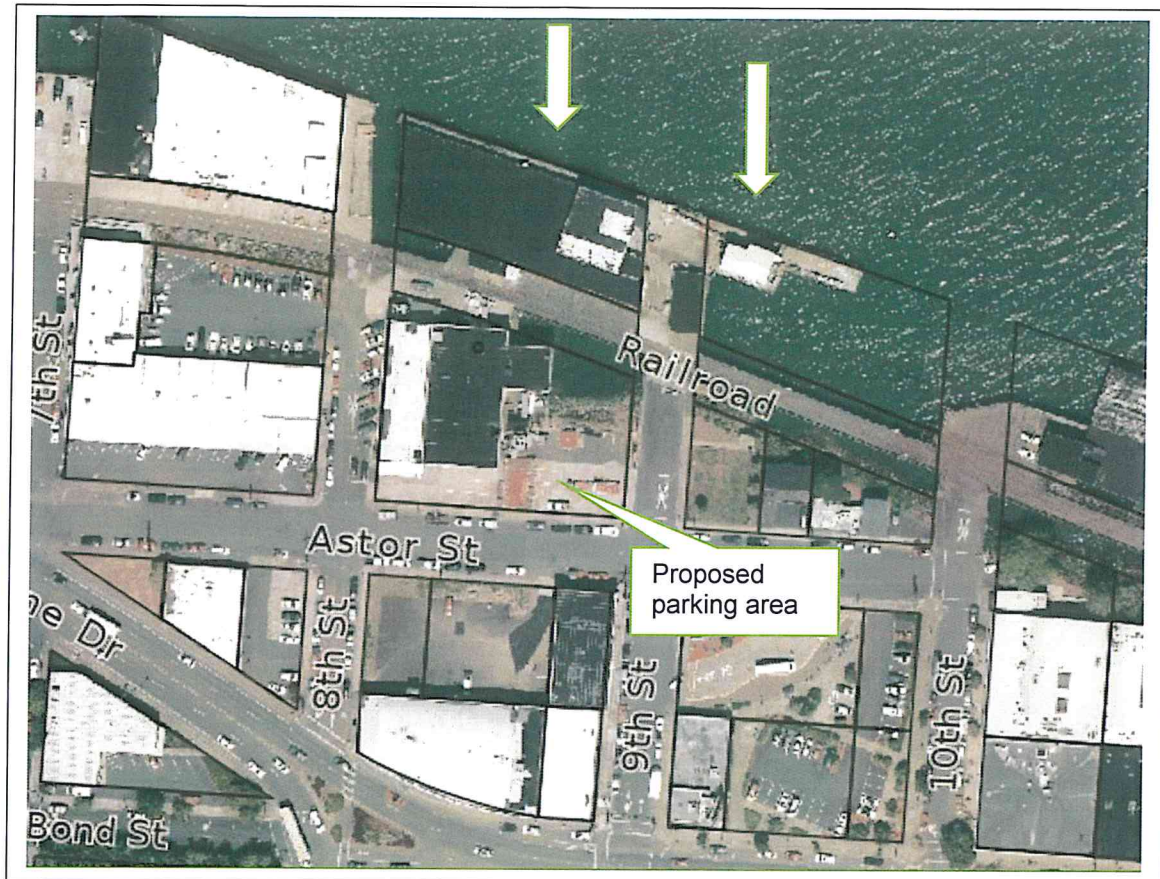
larger rooms 11.75' x 35' = Approx. 410 sq. ft.

smaller rooms  
11.75' x 25' = Approx. 295 sq. ft.



CITY OF ASTORIA  
OCT 16 2018  
BUILDING CODE





**Location:** 1 9th Street

**Buildings:** Main building between 8th and 9th, north of trolley line; storage shed in 9th Street right-of-way; ice house on east side of 9th Street

**Proposal:** Maximum 40 room boutique hotel with rooms on main floor, existing second floor, and possibly in ice house. Storage building and ice house may be used for storage and/or office. Portion of storage building is proposed to be demolished to make room for loading area for guests. Small restaurant/bar to be located on ground floor of main building.

**Parking:** Loading parking spaces in 9th Street right-of-way after demolition of a portion of the storage shed. One of these spaces will be ADA. Parking to be by valet only for all uses. Parking to be located on the south side of the trolley tracks on the existing parking area of the former fish processing building. Since parking is proposed to be by valet, they request that cars be stacked and not in full sized parking spaces.

**Public Access:** Restaurant/bar would be open to the public. The 9th Street right-of-way is currently fenced off from access and would be open up for public access to the River.





**CITY OF ASTORIA**  
Founded 1811 • Incorporated 1856

Date: January 15, 2019

**MEMORANDUM**

TO: ROSEMARY JOHNSON, PLANNING CONSULTANT

FROM: JOHN EDWARDS, ENGINEERING DESIGNER

SUBJECT: **1 9<sup>TH</sup> ST. - ADRIFT HOTEL, TRAFFIC IMPACT STUDY**

Public Works staff haven't received any formal submittals initiating our development review for the proposed Adrift Hotel. We provided scope requirements for a traffic impact study (TIS) to the applicants in October 2018 based on a preliminary site plan and our understanding of the project. Public Works Engineering staff also participated in a preliminary meeting between the applicants and City staff in October 2018. I received a copy of the TIS prepared by Lancaster Engineering on December 7, 2018. This memorandum serves as a preliminary review of the TIS and comments regarding the information we have received thus far from the applicants. Public Works may require site, utility, and infrastructure improvements or modifications to the development upon submittal of detailed development plans and public works permit applications.

- The TIS does not appear to address the potential trip generation impacts of the restaurant on the ground floor that the applicants have proposed. A statement regarding potential impacts anticipated as a result of the additional use shall be provided by a professional traffic engineer.
- Increased volume of bicycle traffic associated with the development is not addressed in the TIS. The applicants mentioned in the meeting with City staff that bicycles would be available for guests and would be part of their business plan. The area of the Riverwalk fronting the proposed development between 8<sup>th</sup> St. and 9<sup>th</sup> St. is used as an example of safety concerns for bicyclists in the most recent Transportation System Plan. Some of the safety issues related to the condition of the surface in this section of the Riverwalk are related to the previous owner's use. Public Works recommends that improvements to the surface of the Riverwalk to increase safety for pedestrians and bicyclists should be made a condition of approval for the proposed use.
- The site plan shows an area labeled "patron loading & unloading, valet parking" which is within City right-of-way. This loading area, if permitted by Public Works, will need to be available for public use.
- The loading area shown does not appear to comply with clear vision sight distance requirements in the City Development Code. I called Lancaster Engineering and spoke with Daniel Stumpf for clarification of how they calculated the sight distance in excess of 200 feet to the west at the intersection of 9<sup>th</sup> St. and the Astoria Riverwalk on Page 25 of the TIS. He said that they had made some assumptions as they could not get the vantage points necessary to measure sight distance due to construction on the bridge at the end of 9<sup>th</sup> St. He also stated



that the TIS hadn't taken into account that vehicles would be backing up from the proposed loading area and used parameters based on a standard intersection crossing when recommending a sight distance of 170 feet. The safety of this particular area is one of the major concerns as it involves pedestrian, bicyclist, vehicle, and trolley interactions. Additional analysis will need to be provided by a professional traffic engineer and approved by the City Engineer addressing the sight distance at this location and safety of the maneuvering required at the proposed loading and unloading area prior to approval.

- It appears as though at least one of the parking spaces in the proposed site plan would require backing into the right-of-way to maneuver from the parking space. The proposed parking layout will need to be modified to accommodate all vehicle maneuvering on site prior to approval.
- The proposed site plan in the TIS shows a portion of the existing building in the 9<sup>th</sup> St. right-of-way remaining as part of the proposed development. This structure shall be removed unless use is approved by the City Engineer.

Sincerely,



John Edwards  
Engineering Designer

CC: Nathan Crater PE, City Engineer  
Nancy Ferber, City Planner

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

**CITY OF ASTORIA  
NOTICE OF PUBLIC HEARING**

Mail	1-8-19
Email	1-8-19
Web	1-8-19
Pub	1-22-19

The City of **Astoria Planning Commission** will hold a public hearing on Tuesday, January 29, 2019 immediately following the **Traffic Safety Advisory Committee** meeting at 6:30pm in the Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Conditional Use Request (CU18-07) by LAD Holdings LLC and Adrift Properties LLC to locate a maximum 40 room hotel and restaurant with parking on an adjacent lot, in existing buildings at 1 9th Street (Map T8N R9W Section 8CB, Tax Lots 500 & 600; footing of Blocks 8 & 55, McClure) in the A-2 Zone (Aquatic Two Development) and the S-2A Zone (Tourist-Oriented Shorelands). Development Code Sections 2.525 to 2.540, 2.700 to 2.715, 3.015, 14.500 to 14.510, 14.520 to 14.545, Articles 4, 7, 9, 11, and Comprehensive Plan Sections CP.005 to CP.028, CP.050 to CP.055, CP.067 to CP.068, CP.130 to CP.186, CP.190 to CP.210.

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

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

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

The Planning Commission's ruling may be appealed to the City Council by the applicant, a party to the hearing, or by a party who responded in writing, by filing a Notice of Appeal within 15 days after the Planning Commission's decision is mailed. Appellants should contact the Community Development Department concerning specific procedures for filing an appeal with the City. If an appeal is not filed with the City within the 15 day period, the decision of the Planning Commission shall be final.

The public hearing, as conducted by the Planning Commission, will include a review of the application and presentation of the staff report, opportunity for presentations by the applicant and those in favor of the request, those impartial to the request, and those in opposition to the request, and deliberation and decision by the Planning Commission. The Planning Commission reserves the right to modify the proposal or to continue the hearing to another date and time. If the hearing is continued, no further public notice will be provided.

THE CITY OF ASTORIA

MAIL: January 8, 2019



Tiffany Taylor  
Administrative Assistant



# Adrift Hotel

## Transportation Impact Study Astoria, Oregon

**Date:**

December 6, 2018

**Prepared for:**

Tiffany Turner  
Adrift Properties, LLC

**Prepared by:**

Daniel Stumpf, EI  
William Farley, PE



RENEW: 12/31/2019



**LANCASTER  
ENGINEERING**



## Table of Contents

Executive Summary .....	1
Project Description.....	2
Introduction .....	2
Project and Location Description .....	2
Vicinity Streets .....	2
Study Intersections.....	3
Multi-Modal Facilities .....	4
Traffic Counts.....	6
Site Trips .....	11
Trip Generation.....	11
Trip Distribution.....	11
Future Traffic Volumes .....	16
Background Volumes .....	16
Background Volumes plus Site Trips.....	16
Safety Analysis .....	21
Crash Data Analysis.....	21
Sight Distance Analysis .....	24
Turning-Movement Analysis.....	26
Warrant Analysis .....	27
Operational Analysis.....	28
Intersection Capacity Analysis .....	28
Conclusions.....	31
Appendix.....	32



1e

## Table of Figures

Figure 1: Vicinity Map.....	8
Figure 2: Existing Conditions – Morning Peak Hour.....	9
Figure 3: Existing Conditions – Evening Peak Hour .....	10
Figure 4: Site Trip Distribution .....	13
Figure 5: Site Trip Assignment – Morning Peak Hour.....	14
Figure 6: Site Trip Assignment – Evening Peak Hour .....	15
Figure 7: Year 2021 Background Conditions – Morning Peak Hour.....	17
Figure 8: Year 2021 Background Conditions – Evening Peak Hour .....	18
Figure 9: Year 2021 Buildout Conditions – Morning Peak Hour.....	19
Figure 10: Year 2021 Buildout Conditions – Evening Peak Hour .....	20

## Table of Tables

Table 1: Vicinity Roadway Descriptions .....	3
Table 2: Study Intersection Descriptions.....	4
Table 3: Trip Generation Summary .....	11
Table 4: Crash Type Summary.....	22
Table 5: Crash Severity and Rate Summary.....	23
Table 6: Intersection Capacity Analysis Summary.....	29



## ***Executive Summary***

1. The proposed Adrift Hotel will include the construction of a 39-bedroom boutique hotel located near the intersection of 9<sup>th</sup> Street with the Astoria Riverwalk in Astoria, Oregon.
2. The trip generation calculations show that the proposed development is projected to generate 18 trips during the morning peak hour, 23 trips during the evening peak hour, and 326 average weekday trips.
3. The intersection of Commercial Street at 8<sup>th</sup> Street was calculated to have a crash rate in excess of the 90<sup>th</sup>-percentile rate per ODOT's APM. One mitigation which may potentially decrease future crashes at the intersection includes properly maintaining the southbound left-turn lane striping through the intersection.
4. No other significant trends and crash patterns were identified at any of the other study intersections that were indicative of safety concerns.
5. Upon completion of construction at the 9<sup>th</sup> Street intersection with the Astoria Riverwalk, adequate sight distances can be made available at the intersection as well as the proposed egress access to ensure safe and efficient operation along area roadways and intersections.
6. No issues were found with regard to ingress and egress to and from the proposed hotel parking lot. Regarding the loading/unloading valet parking stalls north of the Astoria Riverwalk, no significant safety issues or conflicts are expected to occur between egressing vehicles and the Astoria Riverfront Trolley.
7. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the unsignalized study intersections under any of the analysis scenarios.
8. All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably through the 2021 buildout year of the site.





## ***Project Description***

### ***Introduction***

The proposed Adrift Hotel will include the construction of a 39-bedroom boutique hotel located near the intersection of 9<sup>th</sup> Street with the Astoria Riverwalk in Astoria, Oregon. Based on correspondence with City of Astoria and Oregon Department of Transportation (ODOT) staff, the report conducts safety and capacity/level of service analyses at the following intersections:

1. Astor Street at Marine Drive;
2. Astor Street at 8<sup>th</sup> Street;
3. Astor Street at 9<sup>th</sup> Street;
4. Astor Street at 10<sup>th</sup> Street;
5. Marine Drive at 8<sup>th</sup> Street;
6. Marine Drive at 9<sup>th</sup> Street;
7. Marine Drive at 10<sup>th</sup> Street;
8. Commercial Street at 8<sup>th</sup> Street;
9. Commercial Street at 9<sup>th</sup> Street; and
10. Commercial Street at 10<sup>th</sup> Street.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

### ***Project and Location Description***

The project site is located north of Astor Street, east of 8<sup>th</sup> Street, and along both sides of the Astoria Riverwalk in Astoria, Oregon. The subject site is located near the northern edge of the city limits, along the Columbia River, and is surrounded by a mix of commercial/industrial land-uses. However, inclusive of the site, the surrounding area has been redeveloping as more tourist-oriented land uses.

The project site includes two tax lots, lots 500 and 600, which encompass an approximate total of 1.63 acres (per [www.ormap.net](http://www.ormap.net)). Lot 600, which is bisected by the Astoria Riverwalk, is currently developed as two industrial structures which previously operated as fish packing plants (both of which had been vacated for over a year) while lot 500 is developed with a single structure that serves as an ice house. Vehicular access between the site and the greater transportation system will be provided via an ingress driveway onto 8<sup>th</sup> Street and an egress driveway onto 9<sup>th</sup> Street. In addition, four loading/unloading valet parking stalls are also proposed along 9<sup>th</sup> Street north of the Riverwalk.

### ***Vicinity Streets***

The proposed development is expected to primarily impact eight nearby vicinity roadways. Table 1 on the following page provides a description of each of the vicinity roadways.

1e

Table 1: Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
Astor Street	City of Astoria	Local Street	2 Lanes	20 mph Statutory	Partially Permitted	None	Both Sides	Both Sides
Marine Drive	ODOT	Principal Arterial/ Statewide Hwy	2 to 4 Lanes	20/25/30 mph Posted	Partially Permitted	Partial Both Sides	Both Sides	Both Sides
Bond Street	City of Astoria	Collector	2 Lanes	20/25 mph Statutory	Partially Permitted	None	Partial Both Sides	Partial Both Sides
Commercial Street	City of Astoria/ ODOT	Principal Arterial/Local Street/ Statewide Hwy	2 Lanes	20/25 mph Posted/ Statutory	Permitted Both Sides	Partial South Side	Both Sides	Both Sides
7th Street	City of Astoria	Local Street	2 Lanes	20 mph Statutory	Partially Permitted	None	Both Sides	Both Sides
8th Street	City of Astoria/ ODOT	Principal Arterial/ Collector/Local Street/ Statewide Hwy	2 Lanes	20/25 mph Statutory	Partially Permitted	Partial West Side	Both Sides	Both Sides
9th Street	City of Astoria	Local Street/ Major Local Street	2 Lanes	20/25 mph Statutory	Partially Permitted	None	Both Sides	Both Sides
10th Street	City of Astoria	Local Street/ Major Local Street	2 Lanes	20/25 mph Statutory	Permitted Both Sides	None	Both Sides	Both Sides

Note: Functional Classification and Jurisdiction based on *City of Astoria TSP* and *ODOT OHP*.

## Study Intersections

A majority of site trips generated by the proposed development are expected to impact ten nearby intersections of significance. A summarized description of these intersections is provided in Table 2 on the following page.



1e

Table 2: Study Intersection Descriptions

Number	Name	Geometry	Traffic Control	Phasing/Stopped Approaches
1	Astor Street at Marine Drive	Five-Legged	Stop Controlled	NB/SB/WB Approaches Stop-Controlled, NWB/SEB Approaches Free-Flow
2	Astor Street at 8th Street	Four-Legged	Stop Controlled	NB/SB Approaches Stop-Controlled
3	Astor Street at 9th Street	Four-Legged	Stop Controlled	NB Approach Stop-Controlled
4	Astor Street at 10th Street	Three-Legged	No Control	No Control
5	Marine Drive at 8th Street	Five-Legged	Stop Controlled	SB/WB Approaches Stop-Controlled, NWB/SEB Approaches Free-Flow
6	Marine Drive at 9th Street	Four-Legged	Signal Controlled	Permitted NB/SB/WB Approaches
7	Marine Drive at 10th Street	Four-Legged	Stop Controlled	SB Approach Stop-Controlled
8	Commercial Street at 8th Street	Four-Legged	Stop Controlled	NB/EB Approaches Stop-Controlled
9	Commercial Street at 9th Street	Four-Legged	Signal Controlled	Permitted NB/EB Approaches
10	Commercial Street at 10th Street	Four-Legged	Stop Controlled	SB Approach Stop-Controlled

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations is shown in Figure 1 on page 8.

### Multi-Modal Facilities

The site is located within a multi-modal area of Astoria, where easy access to a variety of pedestrian, bicycling, and transit opportunities are currently available.



### *Pedestrian/Bicycle Facilities*

The project site is located within/near downtown Astoria, where sidewalks are generally complete along both sides of nearby area roadways. In addition, adequate crossing measures, such as marked crossings at the nearby study intersections (excluding Astor Street at Marine Drive and Astor Street at 8<sup>th</sup> Street), are available.

Bicycle lanes are generally striped along ODOT facilities east of 6<sup>th</sup> Street. For nearby local streets, such as Astor Street, traffic volumes are generally low with posted and statutory speeds of 20 mph to 25 mph, allowing bicyclists the ability to safely and comfortably share the roadway with motor vehicle traffic.

Additionally, the site is located adjacent to the Astoria Riverwalk multi-use path. Located north of Astor Street, the 6.4-mile multi-use asphalt/boardwalk path serves both pedestrian and bicycle traffic between Pier 3 of the Port of Astoria, downtown Astoria, and east Astoria.

### *Transit Facilities*

The site is also located near two major transit services: the Astoria Riverfront Trolley and the Astoria Transit Center. Both transit services have stops located within 200 to 300 feet of the site.

The Astoria Riverfront Trolley provides service between Pier 3 of the Port of Astoria, downtown Astoria, and east Astoria over a distance of approximately three miles. The nearest stop to the site is located within the southeastern quadrant of the intersection between 9<sup>th</sup> Street and the Astoria Riverwalk multi-use path. The trolley (a single vehicle) operates daily between 12:00 PM to 6:00 PM with an average round trip of approximately one hour.

The Astoria Transit Center, bounded by the adjacent roadways of Marine Drive, Astor Street, 9<sup>th</sup> Street, and 10<sup>th</sup> Street, serves five bus lines. The bus lines includes the following:

- *Route 10 – Astoria-Hammond-Warrenton;*
- *Route 15 – Warrenton-Hammond-Astoria;*
- *Route 101 – Astoria-Warrenton-Gearhart-Seaside;*
- *Lower Columbia Connector; and*
- *Pacific Connector.*

Bus line *Route 10 – Astoria-Hammond-Warrenton* provides service between the aforementioned cities, with notable stops near Astoria Transit Center, Columbia Hospital, and Clatsop college. Weekday service is scheduled from approximately 5:45 AM to 9:15 PM, and has headways of approximately 60 minutes most of the day.

Bus line *Route 15 – Warrenton-Hammond-Astoria* provides service between the aforementioned cities, with a notable stop near Astoria Transit Center. Weekly service is scheduled from approximately 6:10 AM to 6:15 PM, with limited service to/from Astoria Transit Center. Arrivals to the transit center occur at approximately 6:45 AM and 2:45 PM while departures occur at approximately 9:40 AM and 5:40 PM.





Bus line *Route 101 – Astoria-Warrenton-Gearhart-Seaside* provides service between the aforementioned cities, with notable stops near Astoria Transit Center, Astoria High School, and Clatsop college. Weekday service is scheduled from approximately 6:00 AM to 9:50 PM, and has headways of approximately one to two hours.

The *Lower Columbia Connector* provides limited service between the Cities of Astoria and Rainier, with stops near Svensen, Knappa, Westport, and Clatskanie. Weekly service is scheduled from approximately 6:45 AM to 5:40 PM, with limited service to/from Astoria Transit Center. Departures from the transit center occur at approximately 6:45 AM and 2:45 PM while arrivals occur at approximately 9:40 AM and 5:40 PM.

The Pacific Connector provides limited service between the Cities of Astoria and Cannon Beach, with stops near Warrenton, Gearhart, Seaside, and Cannon Beach. Weekend service is scheduled from approximately 8:30 AM to 8:30 PM and has headways of approximately two to three hours.

Based on an assessment of nearby transportation options, the site is well served by other modes of travel not requiring use of a personal motor vehicle.

### *Traffic Counts*

Traffic counts were conducted at the study intersections on the following dates:

- Thursday, November 1<sup>st</sup>, 2018, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM;
- Tuesday, November 13<sup>th</sup>, 2018, from 4:00 PM to 6:00 PM; and
- Wednesday, November 14<sup>th</sup>, 2018, from 7:00 AM to 9:00 AM.

Data was used from each intersection's respective morning and evening peak hours.

Although the intersection of Astor Street at Marine Drive is a five-legged intersection, for the purposes of this analysis the southbound and westbound approaches of 7<sup>th</sup> Street and Astor Street were consolidated into a single southbound intersection leg. Given the geometry of the roadway, it is reasonable to assume traffic from both approaches would merge together and stop prior to entering the Marine Drive traffic stream or crossing to the southern intersection leg of 7<sup>th</sup> Street.

In addition, the intersection of Marine Drive at 8<sup>th</sup> Street is a five-legged intersection. For the purposes of this analysis, the intersection was analyzed as two separate intersections: one three-legged intersection, north of a center intersection island, and one four-legged intersection, south of the island.

Per the requirements established in ODOT's *Analysis Procedures Manual* (APM), seasonal adjustment factors of 1.4721 and 1.5486 were calculated for the early November counts and the mid-November counts, respectively, utilizing the *Automatic Traffic Recorder (ATR) Characteristic Table Method*. This method averages data from multiple ATRs with similar characteristics to the nearby ODOT roadways of Marine Drive and Commercial Street. According to ODOT's APM the method yields "*a more appropriate factor than if only one ATR is used*". Therefore, data was averaged between the following ATRs:

- Station 04-004;
- Station 21-008;
- Station 21-010; and
- Station 21-011.

The *On-Site ATR Method* (utilizing data from the single ATR) was considered for determining a seasonal adjustment factor by utilizing data specific to the nearby ATR station 04-004. However, this ATR station measures volume data for Oregon Coast Highway (US-101) at a location just north of the intersection of US-101 at Marine Drive, rather than volume data along Marine Drive. In addition, the ATR station is located approximately one mile west of the site with multiple, intermittent intersections between the site and station. For these reasons utilizing the *On-Site ATR Method* for station 04-004 alone was determined as less appropriate than the *Automatic Traffic Recorder (ATR) Characteristic Table Method*.

For comparative purposes to validate the *Automatic Traffic Recorder (ATR) Characteristic Table Method*, ODOT's 2017 Seasonal Trend Table was also referenced per the APM's *Seasonal Trend Method*. Based on *Seasonal Trend Method*, seasonal adjustment factors of approximately 1.3314 (November 1<sup>st</sup> counts) and 1.4130 (November 13<sup>th</sup>/14<sup>th</sup> counts) were calculated using the *Coastal Destination* seasonal trend. Given the *Automatic Traffic Recorder (ATR) Characteristic Table Method* produces larger seasonal adjustment factors, the following analysis within this study may be considered conservative.

Figure 2 on page 9 and Figure 3 on page 10 show the existing morning and evening peak hour traffic volumes at the study intersections, respectively.



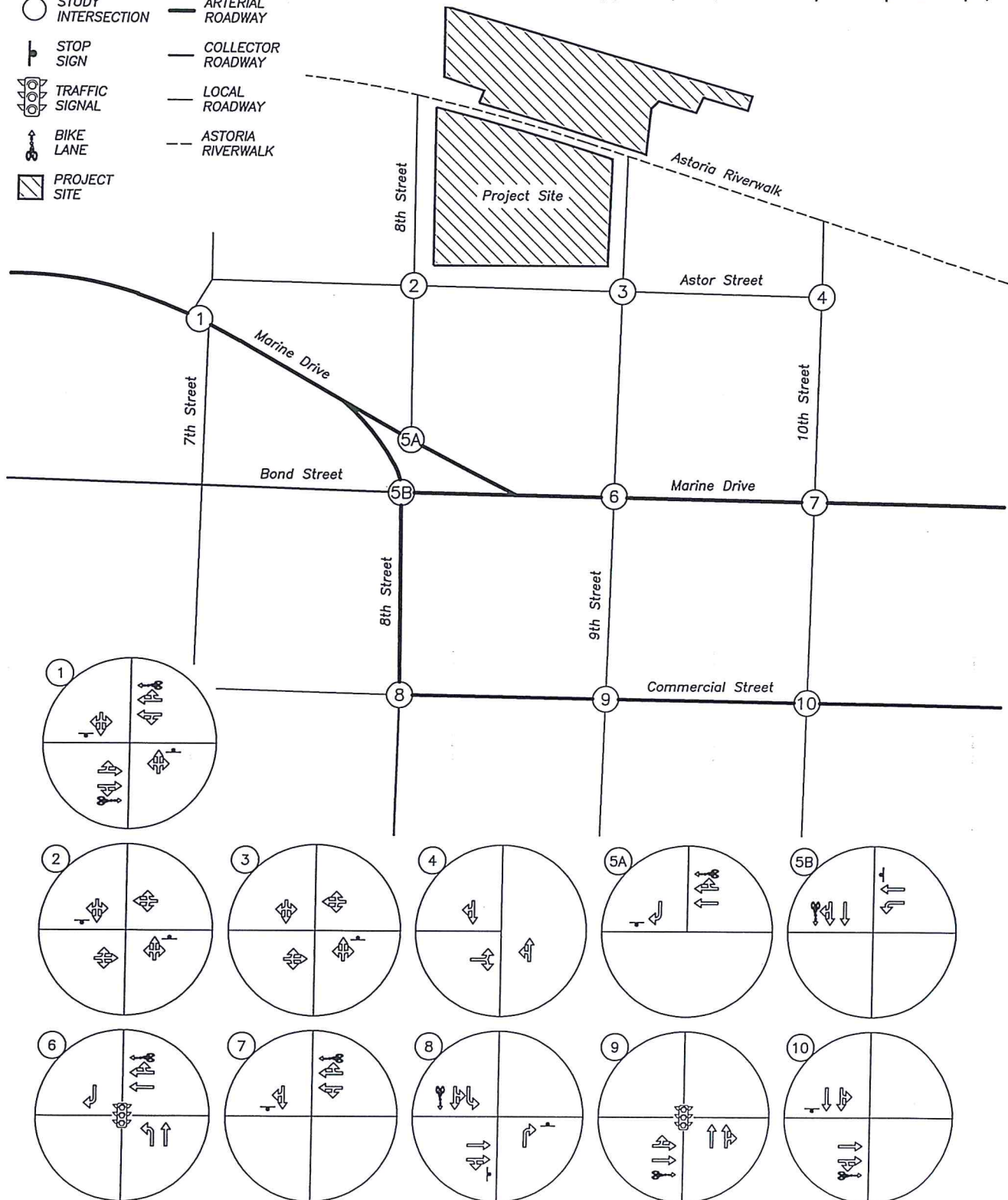
A complete copy has been posted on the City's website:

<http://astoria.or.us/CommunityDevelopment/PlanningCommission/AgendaMinutes>

Or you may request to view a hard copy at City Hall, Community Development Dept., 1095 Duane St.

# LEGEND

- STUDY INTERSECTION
- ARTERIAL ROADWAY
- STOP SIGN
- COLLECTOR ROADWAY
- TRAFFIC SIGNAL
- LOCAL ROADWAY
- BIKE LANE
- ASTORIA RIVERWALK
- PROJECT SITE



VICINITY MAP



FIGURE 1

PAGE 8



CITY OF ASTORIA  
Founded 1811 • Incorporated 1856

January 22, 2019

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: RIVERFRONT VISION PLAN IMPLEMENTATION - URBAN CORE

On September 13, 2018, the City held a Town Hall meeting to introduce the process for implementation of the Riverfront Vision Plan for the Urban Core area. Previously, a work session was held before the City Council and one at the Planning Commission to review the Riverfront Vision Plan and provide a status update on the code implementations. A work session before the Planning Commission was held on October 23, 2018 to review the first section of draft codes prepared by the consultants for the Urban Core area concerning size and location of structures. A work session was held on November 27, 2018 to review the second section of draft codes which addressed proposed uses and zones; and a work session was held on January 8, 2019 which addresses proposed design standards and guidelines.

A work session before the Planning Commission is scheduled for the January 29, 2019 APC meeting which will be open to the public. Attached is an overview memo on all sections of draft codes prepared by the consultants for the Urban Core area. The memo addresses key issues that the APC discussed and proposed options. Staff and the consultants will conduct a PowerPoint presentation to review the proposed drafts and discuss various options for the codes based on the direction of the Riverfront Vision Plan, City Council, and the public input received to date.

Additional work sessions may be held in February for additional draft code sections for the Urban Core prior to the public hearing tentatively scheduled for March 2019.





---

## MEMORANDUM

### Urban Core Code Amendments: Summary of Draft Recommendations Astoria Riverfront Vision Plan Code Amendments – Urban Core

DATE January 22, 2019  
TO Brett Estes and Rosemary Johnson, City of Astoria Community Development Department  
FROM Matt Hastie and Kate Rogers, Angelo Planning Group

---

#### 1. INTRODUCTION

---

The purpose of this memorandum is to summarize draft recommendations provided to-date for potential future code amendments for the Urban Core area of the Astoria Riverfront. Between October 2018 and January 2019, project consultants provided three sets of preliminary recommendations for potential code amendments:

- *Draft Urban Core Code Amendments #1* (October 15, 2018) – Addressed development standards that would preserve visual and physical access to the Columbia River for overwater development, as well as view-related development standards for on-land development.
- *Draft Urban Core Code Amendments #1B* (November 20, 2018) – Addressed permitted uses for both overwater and on-land development and building size standards to assist in complementing uses in the Urban Core.
- *Draft Urban Core Code Amendments #1C* (January 2, 2019) – Addressed design guidelines and standards to ensure that new or renovated buildings respect Astoria's unique and historic character; setback standards to strengthen the pedestrian orientation of on-land development; and landscaping standards to ensure attractive and functional site design.

These memos were presented to the Astoria Planning Commission (APC) and discussed at three APC work sessions, at which commissioners provided feedback and guidance to the consultant team and City staff. This memo summarizes the consultant and staff recommendations on all the code topics, as well as the guidance received from the APC. After these are discussed at the next APC work session, the next step in the project will be to compile a complete set of revised recommendations covering all the code topics, which will be presented in a memo titled *Draft Urban Core Code Amendments #2*.

The summaries of draft recommendations in this memo are presented in the same order in which they were presented in the first three memos, and are organized as follows:

1. Introduction
2. Visual and Physical access to the River (Overwater Development)
  - 2.1 Visual Access
  - 2.2 Physical Access
3. View-Related Development Standards (On-Land Development)
  - 3.1 Height
  - 3.2 Setbacks
  - 3.3 Stepbacks
4. Permitted Uses and Related Development Standards
  - 4.1 Overwater Areas
  - 4.2 On-land Areas
5. Design Standards and Guidelines
  - 5.1 Applicability and Review
  - 5.2 Building Style and Form
  - 5.3 Other Design Standards and Guidelines
  - 5.4 Setbacks
  - 5.5 Landscaping
- Appendix

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

---

### **2.1 Visual Access**

#### **Preliminary Recommendations:**

Two basic options for protecting visual and physical access to the river were presented:

1. Strictly limit development on undeveloped overwater sites by establishing “Limitation Areas” in which new structures cannot be taller than bank height. Establish less strict standards for redevelopment of parcels that have existing development (“Non-Limitation Areas”).
2. Apply the standards for “Non-Limitation Areas” in Option 1 to all overwater development.



These two different options are summarized in Table 1. The only real difference between these options is the building height and size limitations for Option 1. A map showing potential limitation areas and non-limitation areas for overwater development in Option 1 is presented in Figure 1.

*Table 1: Options for Visual Access Standards for Overwater Development*

Standard	Option 1		Option 2 (no limitation areas)
	Limitation Areas	Non-Limitation Areas	
<b>Maximum Height</b>	Top of the adjacent riverbank (Figure 2)	28 ft from top of riverbank (Figure 3)	28 ft from top of riverbank (Figure 2)
<b>Structure Size</b>	4,000 sq ft maximum gross floor area	No maximum	No maximum
<b>Maximum Width</b>	<ul style="list-style-type: none"> <li>Individual building: 60% of parcel width or 150 ft, whichever is less (Figure 4)</li> <li>All buildings on contiguous parcels under same ownership: 60% of combined parcel width</li> </ul>		(same as Option 1)
<b>Building Spacing</b>	Minimum 40-ft view corridor separation between buildings		(same as Option 1)
<b>Setbacks</b>	Minimum 70-ft view corridor for extended north-south rights-of-way		(same as Option 1)

*Figure 1: Potential Limitation Areas in the Urban Core (Option 1)*

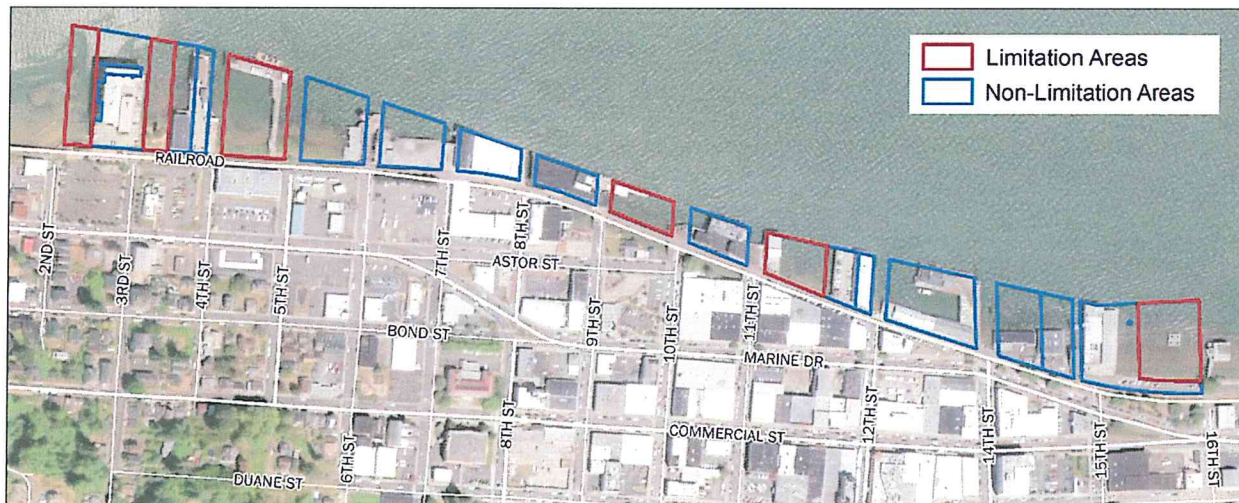


Figure 2: Maximum Building Height within Overwater Development Limitation Areas (Option 1)

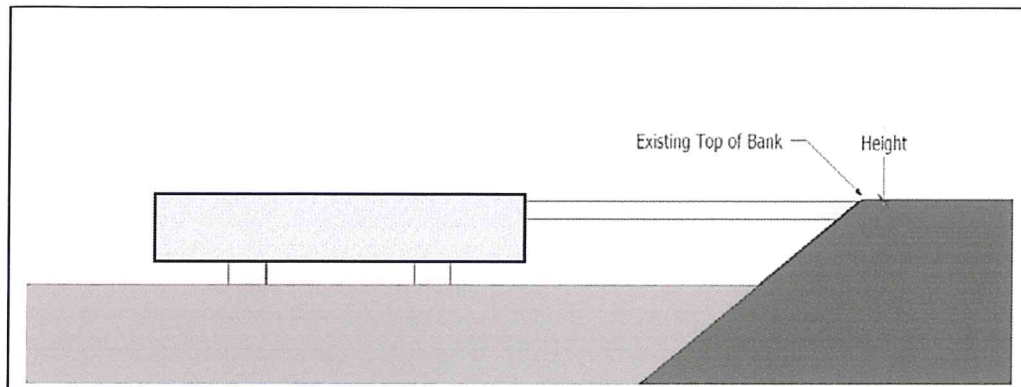


Figure 3: Maximum Building Height (Option 1: Outside of Overwater Development Limitation Areas; Option 2: for all Overwater Development)

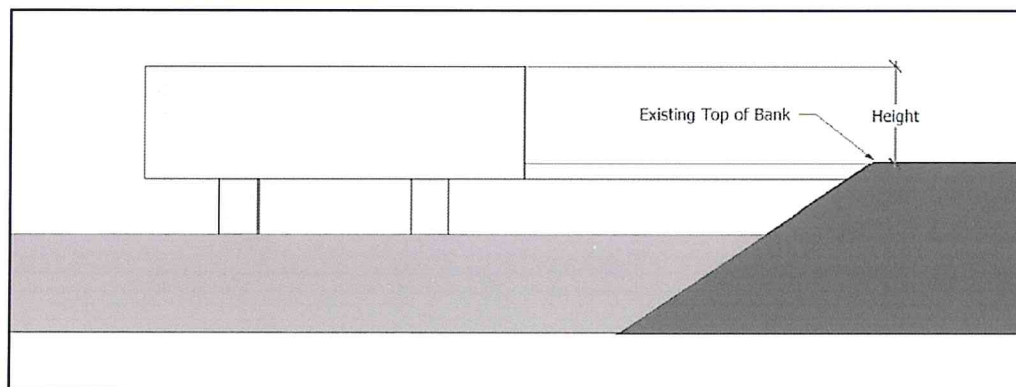
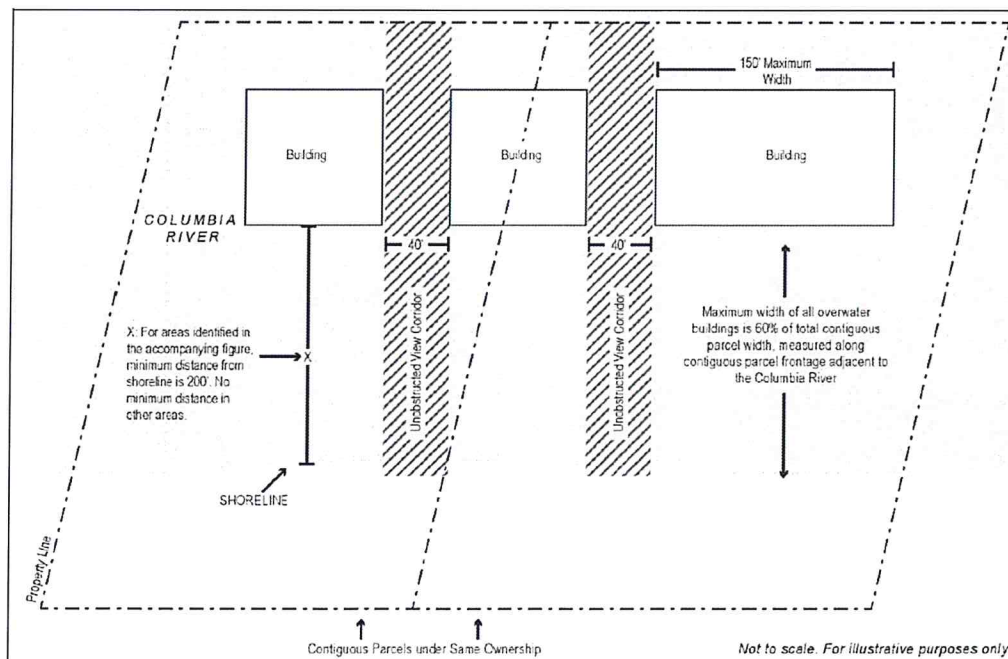


Figure 4: Maximum Building Width (Options 1 and 2)





In addition, two optional modifications were presented to modify Option 2:

- Modification 1: Limit building heights closer to the shoreline. Example: limit building height to top of riverbank or one story within 100 feet of the shoreline; allow heights up to 28 feet for buildings more than 100 feet from the shoreline.
- Modification 2: Allow full building height if building width is further limited. Example: allow buildings up to 35 feet if the building width is limited to 40% of the parcel width or 100 feet, whichever is less. (This would be in addition to the proposed base maximum height of 28 feet.)

**APC Guidance:**

Most APC members supported restricting the height of overwater development to the height of the adjacent bank in “limitation areas” and noted general agreement with the location of those areas.

For any future overwater development outside of proposed limitation areas, the majority of APC members supported preliminary standards for building width and spacing.

**Item needing resolution:**

Some members like the idea of potentially allowing somewhat taller buildings (one additional story) in exchange for further restricting building width (Modification 2).

**Response:** Figure 1 shows that most of the parcels where this option would apply (Non-Limitation Areas) are already developed, and many are very narrow (most are less than 200 feet wide). Limiting these lots to only 40% in terms of building width would likely result in many of the narrower properties being essentially undevelopable if redevelopment or major modifications were proposed. The width standards would only affect the wider properties if existing structures were rebuilt or significantly modified. In those cases, the existing width of overwater structures likely would be reduced under the basic code provisions and further reduced under the modified conditions.

## 2.2 Physical Access

**Preliminary Recommendations:**

*Note: The recommended standards are the same as those established for the Civic Greenway and Bridge Vista Overlay Zones.*

New overwater development and major renovations must provide access to the Columbia River using piers and/or walkways. Development may choose from three access designs in constructing piers and walkways:

- Access Design A – “Mid-Site Access”: Provided in a public access easement through the middle of the development or structure (Figure 5).
- Access Design B – “Viewpoints”: Provided through either existing right-of-way, right-of-way that is created and dedicated to the City, or a public access easement (Figure 6).
- Access Design C – “Trail Extension”: Extension of River Trail provided through new or existing right-of-way, or through easements on piers on the east and west sides of development. The boardwalk along the north side of the development must be provided in a public access easement (Figure 7 and Figure 8).

Figure 5: Access Design A

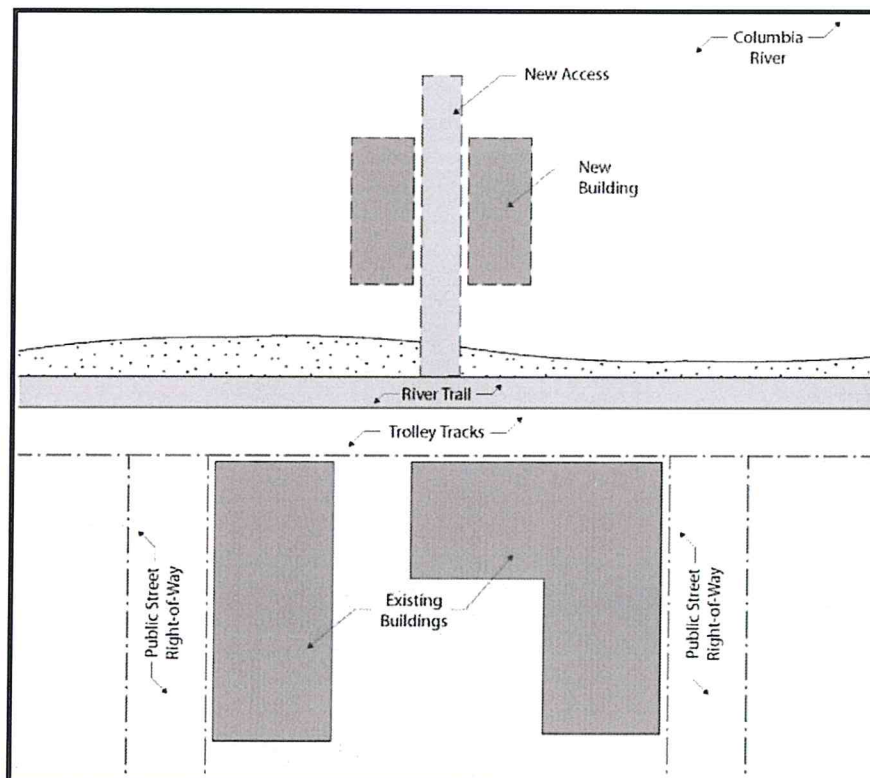




Figure 6: Access Design B

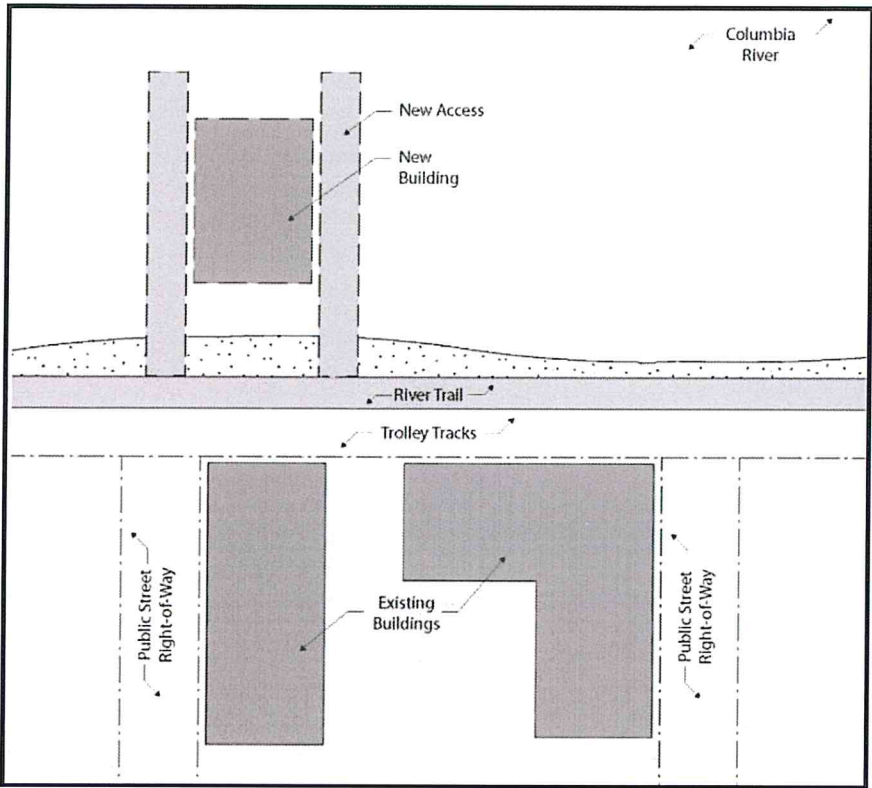


Figure 7: Access Design C.1

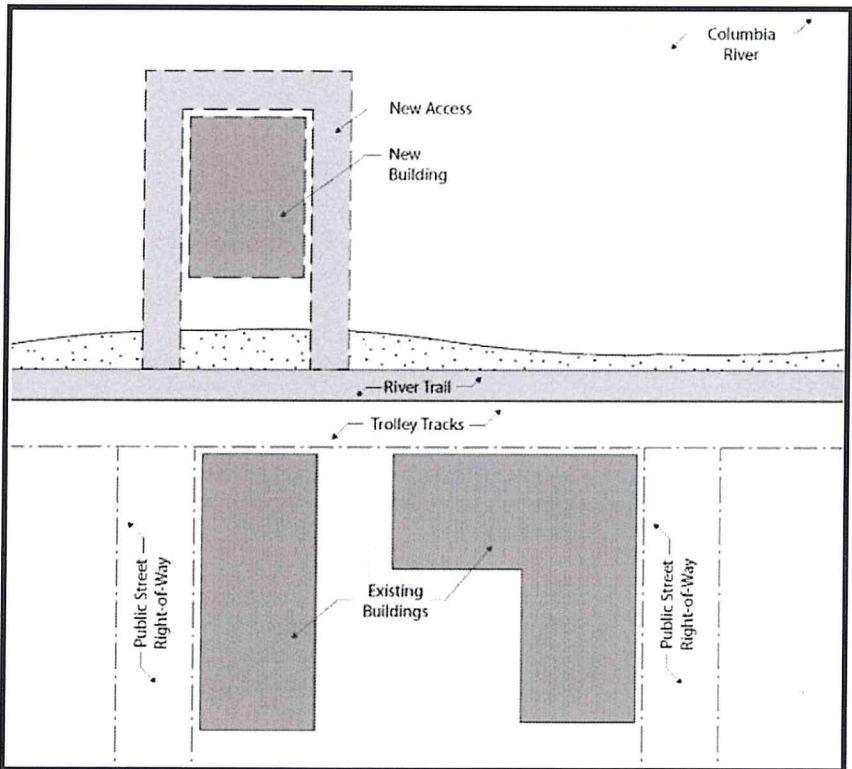
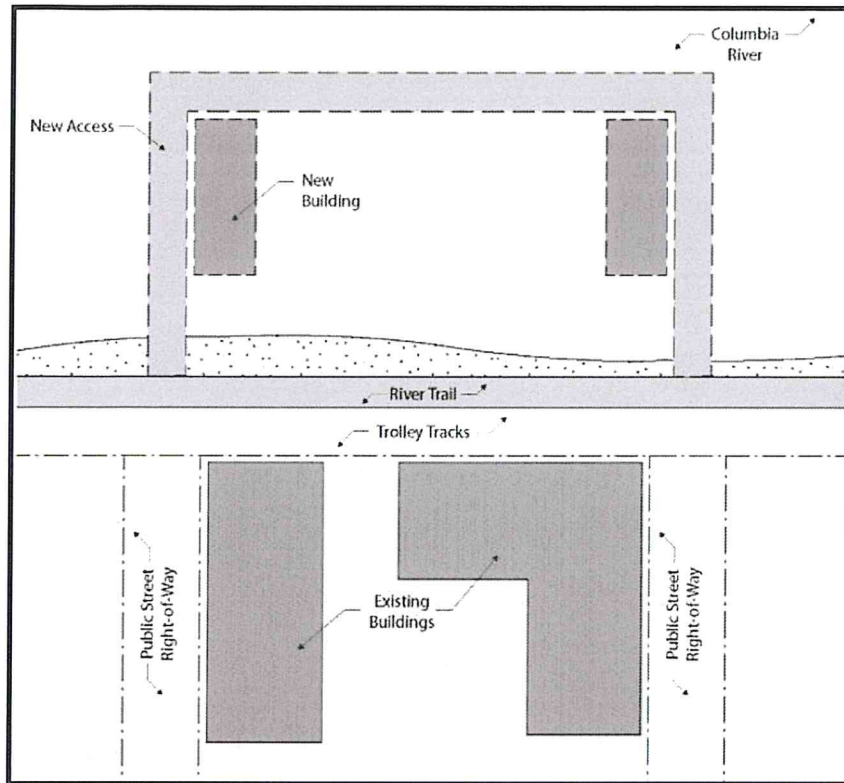


Figure 8: Access Design C.2



- **Minimum Pier and Walkway Width:** 10 feet if one side of the pier or walkway is developed with overwater structures; 14 feet if both sides of the pier or walkway are developed with overwater structures.
- **Pier and Walkway Length:** must extend a minimum of 10 feet beyond the north face of the overwater development.
- **Hours of Access:** Access on overwater piers and walkways may be restricted during hours specified in City Code Section 5.926 to 5.928.
- **Maintenance Responsibility:** shall be established through a recorded maintenance agreement acceptable to the City.

**APC Guidance:**

All APC members supported proposed requirements for building piers or walkways next to, through, or around new overwater buildings to preserve access to the river, as previously adopted in other riverfront overlay zones.



### 3. VIEW-RELATED DEVELOPMENT STANDARDS (ON-LAND DEVELOPMENT)

#### 3.1 Height

Existing maximum height standards in the Urban Core base zones:

- C-2, C-3 & C-4 Zones: 45 feet
- S-2A Zone: 28 feet (except 45 feet between extended 15<sup>th</sup>-21<sup>st</sup> Street rights-of-way)

##### **Preliminary Recommendations:**

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

- Maximum height within 100 feet of the River Trail: 28 feet
- Maximum height in other areas: 45 feet
- Required setback: Building stories above 15 feet or one story, whichever is less, must be stepped back from all building planes facing a street and/or the River Trail by least 10 feet. (See section 3.3 of this memo).

##### **APC Guidance:**

APC members supported proposed on-land building heights.

#### 3.2 Setbacks

No minimum setbacks currently apply in any of the Urban Core base zones.

##### **Preliminary Recommendations:**

Setback standards only apply to new development or additions constructed after code adoption. Standards apply to on-land development south of the River Trail, as well as to property lines abutting and parallel to the north side of the River Trail.

- Setback along north-south rights-of-way: minimum view corridor width of 70 feet, centered on the right-of-way centerline.
- Minimum setback adjacent to the River Trail: 10 feet on the south side; 20 feet on the north side. The setback area must be landscaped or include a combination of landscaping and pedestrian-oriented amenities such as walkways, seating, and plaza space.

##### **APC Guidance:**

APC members supported proposed on-land building setbacks.

### 3.3 Stepbacks

**Stepback definition:** *Building stepbacks are stepped or progressive recessions in a building's face as the building rises higher. Stepbacks are designed to reduce building mass to allow views around the building from above and/or from a distance, to allow more light down to the adjacent rights-of-way, and to improve the aesthetic experience of the building from adjacent rights-of-way. (Astoria Development Code Section 1.400)*

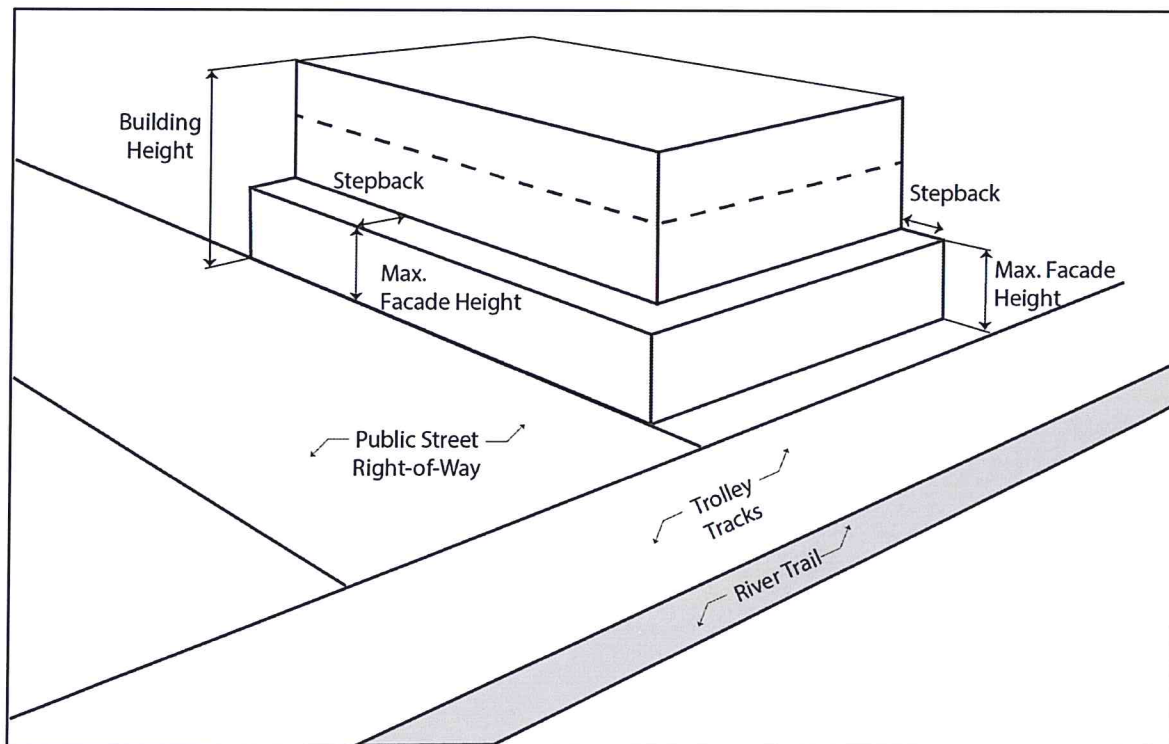
Two options for stepbacks were presented:

1. Require stepbacks along both the River Trail and along street frontages (see Figure 9).
2. Require stepbacks only along the River Trail.

**Stepback provisions:**

- Stepback standards apply to on-land development south of the River Trail, as well as to property lines abutting and parallel to the north side of the River Trail.
- Stepback would be required for the portion of any building exceeding 15 feet or one story, whichever is less.
- The stepback must be a minimum of 10 feet from the front plane of the building that faces the River Trail [and/or the street in Option 1].
- Balconies shall not encroach into the required 10-foot stepback area.

Figure 9: Building Stepbacks (depicts Option 1)





**APC Guidance:**

APC members generally supported proposed building stepbacks, particularly those required along the River Trail.

**Item needing resolution:**

Some members questioned the need for stepbacks for building facades along north/south streets, given the character of existing development on land and the already reduced building heights proposed within 100 feet of the river.

## 4. PERMITTED USES AND RELATED DEVELOPMENT STANDARDS

### 4.1 Overwater Areas

**Preliminary Recommendations:**

Prohibit the following uses and activities in the Aquatic Zones (A-2 and A-2A) in the Urban Core:

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

Defer to the base zones for regulation of all other uses. The Aquatic Zones conditionally permit eating and drinking establishments and retail uses in overwater areas, if they provide significant visual access to the waterfront. The zones also conditionally permit residential uses as part of a mixed-use development. At the APC work session, consultants noted that with the proposed maximum height limit of 28 feet, any future new residential development overwater will be limited to a very small number of units.

**APC Guidance:**

- **Prohibited Uses.** The APC generally agreed with the recommended list of prohibited uses. There was some discussion about prohibiting indoor entertainment for families in overwater areas. Rosemary Johnson clarified that indoor family entertainment is considered a separate use category. A potential modification to the proposed standard could be to prohibit indoor entertainment except indoor family entertainment, thereby still prohibiting adult entertainment venues.

- **Conditional Uses.** Most of the APC agreed that eating and drinking establishments, tourist-oriented retail stores, and other visitor-related uses that provide significant visual access to the waterfront should continue to be permitted conditionally.

**Item needing resolution:**

There was some disagreement amongst the APC as to whether residential uses should be permitted at all in Aquatic zones (they are currently permitted conditionally). Some Commissioners did not feel that residential uses are appropriate for overwater areas, or would encourage expensive condo development. A few Commissioners seemed supportive of allowing residential uses only in existing repurposed buildings, but not for new construction.

**Response:** Some possible code provisions to address APC's concerns about overwater residential uses include: (1) only permit residential uses as part of a low and moderate income housing development; (2) only permit residential uses for development below a certain size; (3) only permit residential uses in renovated buildings; or (4) other potential code limitations.

## 4.2 On-land Areas

### Preliminary Recommendations:

#### Recommended Rezoning

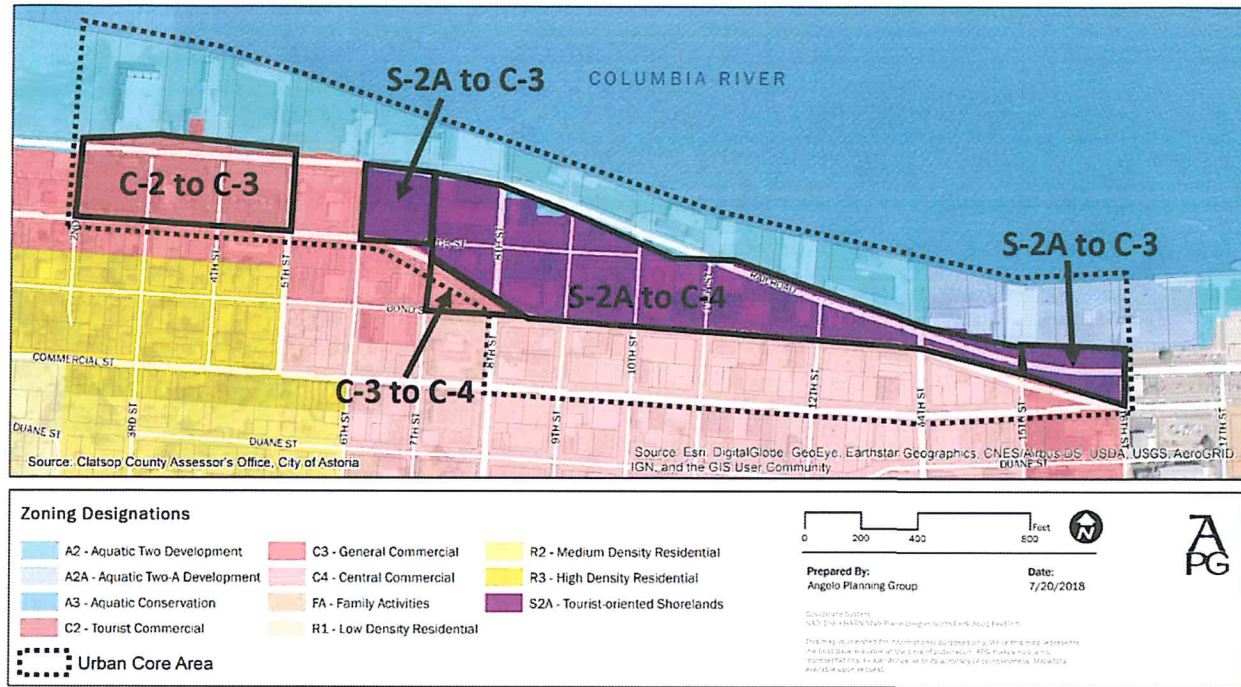
Figure 10 illustrates initial recommendations for changes to base zones within the Urban Core area. The recommended changes are as follows:

- C-2 to C-3  
Rezone three blocks zoned Tourist Commercial (C-2) at the west end of the Urban Core area to General Commercial (C-3), consistent with the adjacent blocks to the west, south, and east.
- S-2A to C-3/C-4
  - The Tourist-oriented Shorelands (S-2A) zone may no longer be a useful zoning designation in this area; these blocks function as an extension of the downtown areas to the south (zoned Central Commercial [C-4]), but the S2-A zone does not permit the same full range of uses that are appropriate for a downtown area.
  - The recommendation is to rezone the S-2A areas to be consistent with the adjacent blocks (rezoning to either C-3 or C-4).
- C-3 to C-4 (one block)  
Rezone the triangular block between 7<sup>th</sup> and 8<sup>th</sup> Streets, and between Marine Drive and Bond Street, from C-3 to C-4. This would maintain consistency between the C-4 block to the



south and the proposed C-4 blocks to the north and be more representative of the kinds of uses found in or envisioned for this area.

Figure 10: Proposed Rezoning



## Prohibited and Conditional On-Land Uses

*Note: These recommendations assume that the rezoning discussed above will be completed.*

- **Permit Outright:**
  - Manufacturing or light manufacturing with a retail component.
  - Multi-family dwellings in a new or existing structure above the first floor that has commercial or mixed uses.
  - Existing motels and their expansion and reconstruction if destroyed.
- **Permit as Conditional Uses:**
  - Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses when parking is located at the rear or interior of the site, screened by the building.
- **Prohibit:**  
*(many of these are currently permitted conditionally in the C-3 zone)*
  - Auto sales and services.
  - Gasoline services stations.
  - Manufacturing or light manufacturing without a retail component.
  - Single-family or two-family dwelling, except above, below or in the rear of first-floor commercial.

- Animal hospital or kennel.
- Conference center.
- Construction service establishment.
- Drive-through facilities.
- Hospital.
- Repair service establishment not allowed as an Outright Use.
- Transportation service establishment.
- Wholesale trade or warehouse establishment.
- Defer to the base zones for regulation of all other uses.

### Development Standards

Establish a maximum gross floor area of 30,000 square feet for on-land commercial uses in the Urban Core area. The intent is to complement uses in the downtown core by restricting very large buildings, prohibiting uses such as “big box” stores, limiting building mass, and promoting human-scaled development.

#### APC Guidance:

- **Proposed Rezoning.** APC members generally supported the proposed changes to base zoning designations, although several Commissioners indicated that they needed more time to digest the information and consider the implications. Commissioners were assured that staff and consultants would review the list of permitted uses in the S-2A zone in detail, to make sure that rezoning to C-3 or C-4 would not prohibit any appropriate uses for the Urban Core area.
- **Permitted Uses.** The APC raised no objections to the recommended list of uses to permit outright in Commercial zones.
- **Conditional Uses.** APC members were generally supportive of the proposal to conditionally permit hotels, motels, etc. as long as parking is screened by the building. Commissioners were also reminded that parking would be reviewed through the Conditional Use process to ensure that the use is appropriate for the site.
- **Prohibited Uses.** The APC raised no objections to the recommended list of prohibited uses.
- **Development Standards.** The APC supported the proposed limit to building gross floor area for on-land commercial uses.



## 5. DESIGN STANDARDS AND GUIDELINES

Since the proposed design standards and guidelines are quite detailed and lengthy, this section summarizes the key provisions, rather than listing the full recommended code language. The complete recommended language can be found in the Urban Core Code Amendments #1C memo dated January 2, 2019.

### 5.1 Applicability and Review

#### Preliminary Recommendations:

Apply standards and guidelines to all new construction or major renovation, where “major renovation” is defined as construction valued at 25% or more of the assessed value of the existing structure. Applications in the Urban Core Overlay Zone shall be reviewed in a public design review process. There is some differentiation among standards and guidelines between industrial and non-industrial buildings.

#### APC Guidance:

- Need to add the list of industrial uses for this area. The Bridge Vista Overlay zone (BVO) has a similar list.
- Revise references from “buildings” to “historic structures.”
- “Standards” and “guidelines” need to be clearly defined in the code. The word “encouraged” also should be defined.

### 5.2 Building Style and Form

#### Preliminary Recommendations:

- Building alterations must retain historic characteristics.
- New construction must respect original characteristics of adjacent building composition, material, scale, and massing.
- Building forms should be simple, single geometric shapes.
- Storage and equipment must be screened.
- Non-industrial buildings shall provide façade variation every 30 feet (recess, extension, roofline offset, or similar feature). *(Note: This is a proposed new standard not found in the Bridge Vista Overlay.)*
- Non-industrial buildings should have massing, scale, and configuration similar to adjacent or nearby historic buildings within two or three blocks. *(Note: This is a proposed new guideline not found in the Bridge Vista Overlay.)*

**APC Guidance:**

The APC generally supports the proposed standard for façade variation and the guideline for massing and scale.

**Item needing resolution:**

At the APC work session, consultants mentioned that many other cities' downtown design standards/guidelines address additional topics not included in the Bridge Vista Overlay and not provided in the preliminary recommendations. Common topics include:

- Building (or entrance) orientation to the street
- Distinctive base, middle, and top of building
- Traditional storefront design / architectural bays
- Emphasized corners
- Parking location to side or rear of buildings; standards to limit parking visibility from the street or River Trail

The APC generally supports developing these additional standards for the Urban Core.

**Response:** The consultant team and staff will develop proposed language for these design standard/guidelines for Draft #2 of the code amendments. The Model Code for Small Cities and the City of Canby's Downtown Overlay Zone (excerpts from which are included in the Appendix to this memo) could provide good examples for Astoria.

### 5.3 Other Design Standards and Guidelines

Roof Forms and Materials; Doors; Windows; Siding and Wall Treatment; Awnings; Lighting; Signs

**Preliminary Recommendations:****Roof Forms**

- Forms for industrial buildings: Single gable with low pitch; Repetitive gable with steep pitch; Shallow eaves.
- Forms for non-industrial buildings: Single gable with low pitch; Repetitive gable with steep pitch; Shallow eaves behind parapet wall; Flat or gable roof behind parapet wall.
- Discouraged forms: False mansard or other applied forms; Dome skylights.

**Roof Materials**

- Materials for all buildings: Cedar shingle; Composition roofing; Subdued colors.



- Materials for industrial buildings: Galvanized corrugated metal; Low profile standing seam, metal roof; Roll down.
- Discouraged materials: High profile standing seam, metal roof; Brightly colored roofing material.

### **Doors**

- Encouraged doors and treatments: Recessed; Pivoting, sliding, roll-up; Minimum 50% glass; Door/window combinations (e.g. transom).
- Discouraged doors and treatments: Solid metal or wood doors with small or no windows; Automatic sliding doors; Doors flush with building façade; Clear anodized aluminum frames.

### **Windows**

- Windows are required for all facades visible from right-of-way or River Trail.
- Coverage standards:
  - Non-industrial:
    - Min. 50% of ground floor
    - Min. 30% of upper floors
  - Industrial:
    - No min. window area.
    - Clerestory or transom windows on upper story encouraged.
- Detailing required: recessed, casings/trim, sills, crown molding
- Prohibited: Tinted or reflective glass; Sliding, vinyl, or blocked-out windows; Windows that extend beyond the plane of the building facade.

### **Siding and Wall Treatment**

- Encouraged: Variations in wall cladding materials and patterns; Architectural wall features; Natural, subdued colors; Durable, historic materials.
- Prohibited materials: corrugated metal; spandrel glass; panels without detailing; bright colors, etc.

### **Awnings**

- Permitted where they do not interfere with views.
- Prohibited types of awnings: “bubble shaped”; internally-lit; improperly sized.

### **Lighting**

- Must be downward or directed.
- Minimize glare upward and onto adjacent properties. *[Note: Glare on adjacent properties is already prohibited.]*
- Prohibited types of lighting: neon silhouette accent; fluorescent tube; security spotlight; exposed electrical infrastructure.

## Signs

- Monument signs allowed, but limited in height, area, and materials.
- Freestanding pole signs prohibited.
- Sign regulations of Article 8 apply.

### APC Guidance:

**Roof Forms & Materials; Doors.** The APC generally indicated that these standards/guidelines were reasonable. Remove “when feasible” from sub-section D.4.a.

### Windows.

- The APC suggested requiring windows on the River side of buildings, in addition to facades visible from rights-of-way and the River Trail.
- When asked whether exceptions to upper-floor window coverage standards should be permitted to accommodate elevator shafts (based on an issue that came up with a recent hotel proposal), responses were mixed. However, consensus was that an exception to the 30% window requirement would be okay if other architectural detail / design is required to avoid blank walls.

**Siding and wall treatments.** We need to clarify what “in limited amounts” means in sub-section F.2.c, possibly using a percentage or other quantitative standard.

**Awnings.** We need to clarify what “improperly sized” awnings means in sub-section G.1.c, possibly using a percentage or other quantitative standard.

### Lighting.

- Gateway Overlay Zone Section 14.025.O lists some prohibited and encouraged lighting that may be good here.
- Wall wash lighting should not glare into other properties. Include similar standards for wall wash light not being projected into the night sky.
- Add requirements for light cut offs, recessed lights, cans, etc. to avoid bright lights; maybe require lower wattage.
- Internal lit cabinets should be limited to low wattage or softer lights to reduce their brightness.

**Signs.** Staff suggested possibly adding some encouraged signs from the Gateway Overlay Zone Section 14.025.L which are more like the downtown area (blade signs, etc.).



## 5.4 Setbacks

### Preliminary Recommendations:

Apply minimum and maximum setbacks for properties adjacent to Marine Drive and other rights-of-way parallel to Marine Drive (except the River Trail). See Figure 11.

- Minimum setback: 0 feet
- Maximum setback: 5 feet
  - Allow extension of the maximum setback to 20 feet for up to 50% of the building facade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.

Figure 11: Rights-of-Way Where Setbacks Apply



### APC Guidance:

The APC indicated that these standards were reasonable.

## 5.5 Landscaping

### Preliminary Recommendations:

Adapt standards from the Bridge Vista and Civic Greenway Overlay Zones.

#### River Side or Riparian Standards

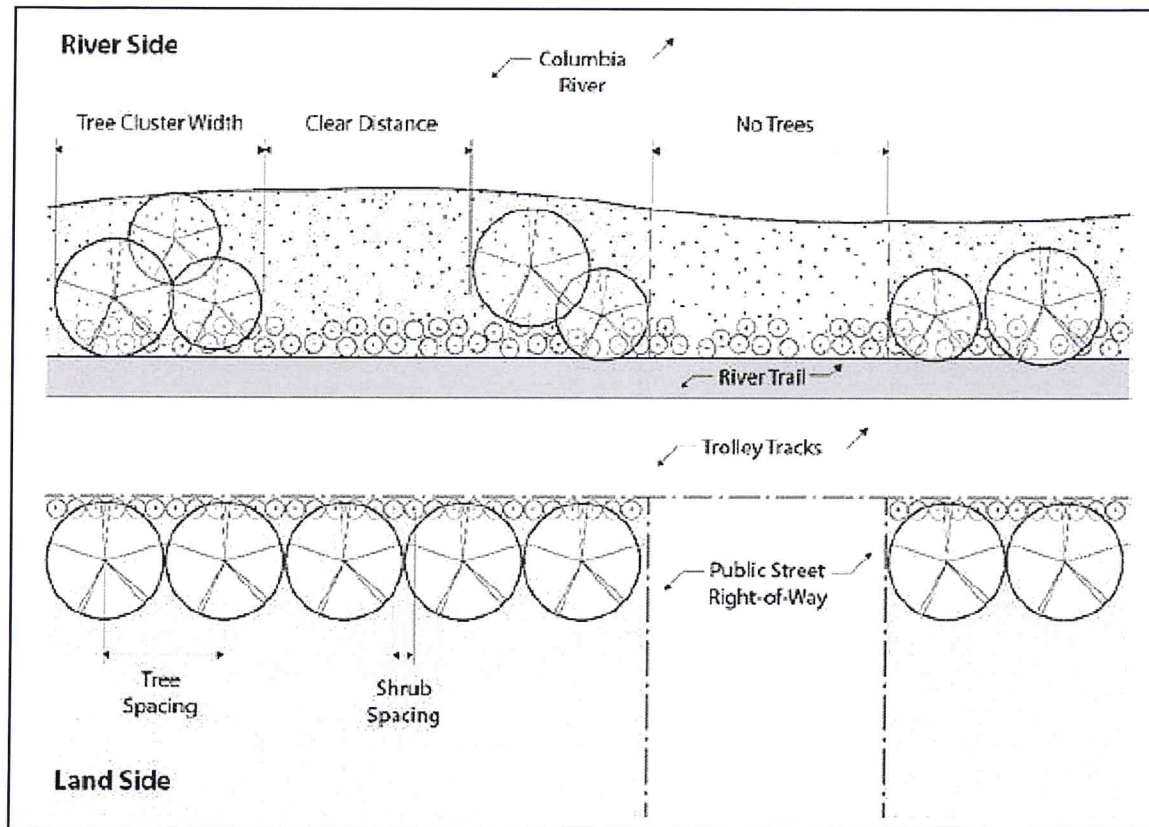
- Max. shrub and tree height; max. width of tree clusters.
- Trees prohibited within 70-foot view corridors.
- Encourage hardscaping (courtyards, plazas, etc.) and stormwater management techniques.

#### Land Side or Upland Standards

- Max. spacing for shrubs and trees.

- Groundcover required.
- Hedge or fence required for parking lot perimeters.
- Hardscaping encouraged.

Figure 12: Landscaping Standards



### Street Trees

- Street trees required.
- Exceptions where sidewalks are hollow.
- Along north-south streets: max. height, must be columnar species with narrow profiles.
- Durable tree grates and trunk protectors.
- Plantings between trees.

#### APC Guidance:

- Need to address shoreline (riparian) area south of River Trail. While the section says water side of Trail and “riparian” area, it may need to be clearer. This was an issue with review of the Fairfield application. The diagram does not address River Trail over the river. Maybe retitle “River Side and/or Riparian Standards” and add a diagram that shows shore south of Trail.



- Land Side or Upland Standards - this refers to “frontage of parcels abutting the River Trail”. The C-4 Zone does not require landscaping, yet we are encouraging landscaping along the River Trail. Should we state it is required for buffering and/or set a percentage?
- Ensure that landscaping continues to include vegetation. Don’t completely replace it with hardscape in this area.
- Public Works should look at the proposed standards to be sure there are no problems in the downtown area.
- Reduce the maximum height of trees from 45 feet to be lower to protect views from the hillsides. The 15-foot width standard is reasonable.
- Staff suggested possibly reorganizing to break out the street tree provisions to include standards for “All Streets” and what is required (sub-sections 1, 2, 3, 7, 8, 9) and “North-South Streets North of Marine Drive” with (sub-sections 4, 5, 6) to reduce the verbiage.

---

## **APPENDIX**

---

- A. Excerpts from Model Code for Small Cities: Example design standards.
- B. Excerpts from Downtown Canby Overlay Zone: Example design standards.



---

## 3.2 – Building Orientation and Design | Non-Residential Buildings

**B. Building Orientation.** The following standards apply to new buildings *[and building additions that are subject to Site Design Review. The (City decision-making body) may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapter 4.2 and Chapter 4.7, respectively.]*

**User's Guide:** The following standards are intended to promote well-placed and well-designed buildings that enhance the public streetscape. The code has built-in exceptions for certain situations where compliance with the standards is not practical. Chapter 4.7 Adjustments and Variances, and Chapter 4.8 Master Planned Developments, provide additional flexibility, as needed. Insert the graphics pages that apply, and add text references to graphics.

- I. Buildings subject to this Section shall conform to the applicable build-to line standard in Table 2.2.040. The standard is met when at least [50] percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line in Table 2.2.040 *[; except in the D / MS zone, at least 80 percent of the abutting street frontage shall have a building placed no farther from at least one street property line than the required Build-to-Line.]* The *[City decision-making body]*, through Site Design Review, may waive the build-to line standard where it finds that one or more of the conditions in subsections (a)-(g) occurs.
  - a. A proposed building is adjacent to a single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.
  - b. The standards of the roadway authority preclude development at the build-to line.
  - c. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way, pursuant to Section 3.2.050 and subject to Site Design Review approval.
  - d. The build-to line may be increased to provide a private open space (e.g., landscaped forecourt), pursuant to Section 2.3.070, between a residential use in a mixed-use development (e.g., live-work building with ground floor residence) and a front or street property line.
  - e. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.
  - f. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback in said location pursuant to Section 3.2.050.
  - g. An expansion is proposed on an existing building that was lawfully created but does not conform to the above standard, and the building addition moves in the direction of compliance where practicable.
2. Except as provided in subsections 3.2.040.C(5)-(6), below, all buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be

---

## 3.2 – Building Orientation and Design | Non-Residential Buildings

turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section 3.3.030.

3. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.
4. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 3.3, the Landscape and Screening requirements of Chapter 3.4, and the Parking and Loading requirements of Chapter 3.5.
5. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities and meeting the requirements under Section 2.3.090, subject to Site Design Review approval. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway conforming to Section 3.3.030.

**C. Large-Format Developments.** Plans for new developments, or any phase thereof, with a total floor plate area (ground floor area of all buildings) greater than [40,000] square feet, including land divisions in the [D / MS, GC, and LI / ME] zones, shall meet all of the following standards in subsections 1-9, below. *The (City decision-making body) may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapter 4.2 and Chapter 4.7, respectively.]*

The following standards are intended to address problems of transportation connectivity and pedestrian safety associated with “big box” developments and conventional strip-commercial shopping centers. Insert the graphics pages that apply, and add text references to graphics.

1. The site plan or preliminary subdivision plan, as applicable, shall comply with the street connectivity standards of Section 3.6.020. The plan approval shall bind on all future phases of the development, if any, to the approved block layout.
2. Except as provided by subsection 3.2.040(C)(6)-(9), below, the site shall be configured into blocks with building pads that have frontage onto improved streets meeting City standards, and shall contain interior parking courts and with interconnected pedestrian walkways.
3. The build-to line standards in Table 2.3.030 shall be met across not less than [50] percent of the site's street frontage, consistent with subsection 3.2.040(B), except the build-to standard does not apply where a railroad, expressway, water body, topographic constraint, or similar physical constraint makes it impractical to orient buildings to a particular street or highway.



---

## 3.2 – Building Orientation and Design | Non-Residential Buildings

4. Walkways shall connect the street right-of-way to all primary building entrances, and shall connect all primary building entrances to one another, including required pedestrian crossings through interior parking areas, if any, in accordance with Section 3.3.030. The [City decision-making body] may condition development to provide facilities exceeding those required by Section 3.3.030, including a requirement for lighting, stairways, ramps, and midblock pedestrian access ways (e.g., to break up an otherwise long block) to ensure reasonably safe, direct, and convenient pedestrian circulation.
5. Buildings placed at a block corner shall have a primary entrance oriented to the block corner. That entrance shall be located within [20-40] feet of the corner and shall have a direct and convenient pedestrian walkway connecting to the corner sidewalk.
6. All buildings shall orient to a street, pursuant to subsection 3.2.040.B. Where it is not practical to orient all buildings to streets due to existing parcel configuration or a similar site constraints, buildings may orient to a “shopping street” providing, at a minimum, on-street parking (parallel or angled parking), [8-10]-foot sidewalks (which shall include a [four]-foot zone for street trees and furnishings such as benches and other street furniture), and pedestrian-scale lighting.
7. Each building that is proposed as orienting to a shopping street shall comply with the orientation standards of Section 3.2.040.B in reference to the shopping street, and shall have at least one primary entrance oriented to the shopping street.
8. Where a building fronts both a shopping street and a public street, that building shall contain at least one primary entrance oriented to each street; except that an entrance is not required where the public street is not improved with a sidewalk and the City determines that sidewalk improvements to the public street cannot required as a condition of approval.
9. All other provisions of this Code apply to large-format developments.

**D. Primary Entrances and Windows.** The following standards apply to new buildings [and building additions that are subject to Site Design Review. The (City decision-making body) may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapter 4.2 and Chapter 4.7, respectively.]

The standards are intended to address the issues that are most frequently cited as concerns in small cities: avoiding suburban building designs (require detailed storefront design) and maintaining a compatible building scale. Not every community will need all of the following provisions. Insert the graphics pages that apply, and add text references to graphics.

1. **All Elevations of Building.** Architectural designs shall address all elevations of a building. Building forms, detailing, materials, textures, and color shall to contribute to a unified design with architectural integrity. Materials used on the front façade must turn the building corners and include at least a portion of the side elevations, consistent with the building’s overall composition and design integrity.
2. **Pedestrian Entrances.** Ground level entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window(s), a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.

---

## 3.2 – Building Orientation and Design | Non-Residential Buildings

3. **Corner Entrances.** Buildings on corner lots are encouraged to have corner entrances. Where a corner entrance is not provided, the building plan *[should / shall]* provide an architectural element or detailing (e.g., tower, beveled corner, art, special trim, etc.) that accentuates the corner location.
4. **Street Level Entrances.** All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.
5. **Windows – General.** Except as approved for parking structures or accessory structures, the front/street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.
6. **Storefront Windows.** Storefront windows shall consist of framed picture or bay windows, which may be recessed. *[Framing shall consist of trim detailing such as piers or pilasters (sides), lintels or hoods (tops), and kick plates or bulkheads (base)—or similar detailing—consistent with a storefront character.]* The ground floor, street-facing elevation(s) of all buildings shall comprise at least *[60]* percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or *[30]* inches above the sidewalk grade, whichever is less) and a plane *[72]* inches above the sidewalk grade.
7. **Defined Upper Story(ies).** Building elevations shall contain detailing that visually defines street level building spaces (storefronts) from upper stories. The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials, or fenestration. Upper floors may have less window area than ground floors, but shall follow the vertical lines of the lower level piers and the horizontal definition of spandrels and any cornices. *[Upper floor window orientation shall primarily be vertical, or have a width that is no greater than height. Paired or grouped windows that, together, are wider than they are tall, shall be visually divided to express the vertical orientation of individual windows.]*
8. **Buildings Not Adjacent to a Street.** Buildings that are not adjacent to a street or a shopping street, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the *[60]* percent transparency standard on all elevations abutting civic spaces(s) and on elevations containing a primary entrance.
9. **Side and Rear Elevation Windows.** All side and rear elevations, except for zero-lot line or common wall elevations, where windows are not required, shall provide not less than *[30]* percent transparency.
10. **Window Trim.** At a minimum, windows shall contain trim, reveals, recesses, or similar detailing of not less than *[four]* inches in width or depth as applicable. The use of decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged.
11. **Projecting Windows, Display Cases.** Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are discouraged). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed provided they do not encroach into the pedestrian through-zone.



**Figure 16**  
Screening examples



- (1) By providing parapets as tall as the tallest part of the equipment with a minimum height of 3 feet and 6 inches;
- (2) By incorporating an architectural screen around all sides of the equipment;
- (3) By setting the equipment back from the building edge with a setback of at least 3 feet for every 1 foot of building height.

**4. Parking.** Parking areas shall meet the following standards in addition to all other applicable requirements.

**a. Location.** In the CC and TC subareas, parking and vehicle maneuvering areas shall not be located between a building and the street. This standard applies to primary street facing facades and secondary street facing facades, as defined in Sections 16.41.060.C.

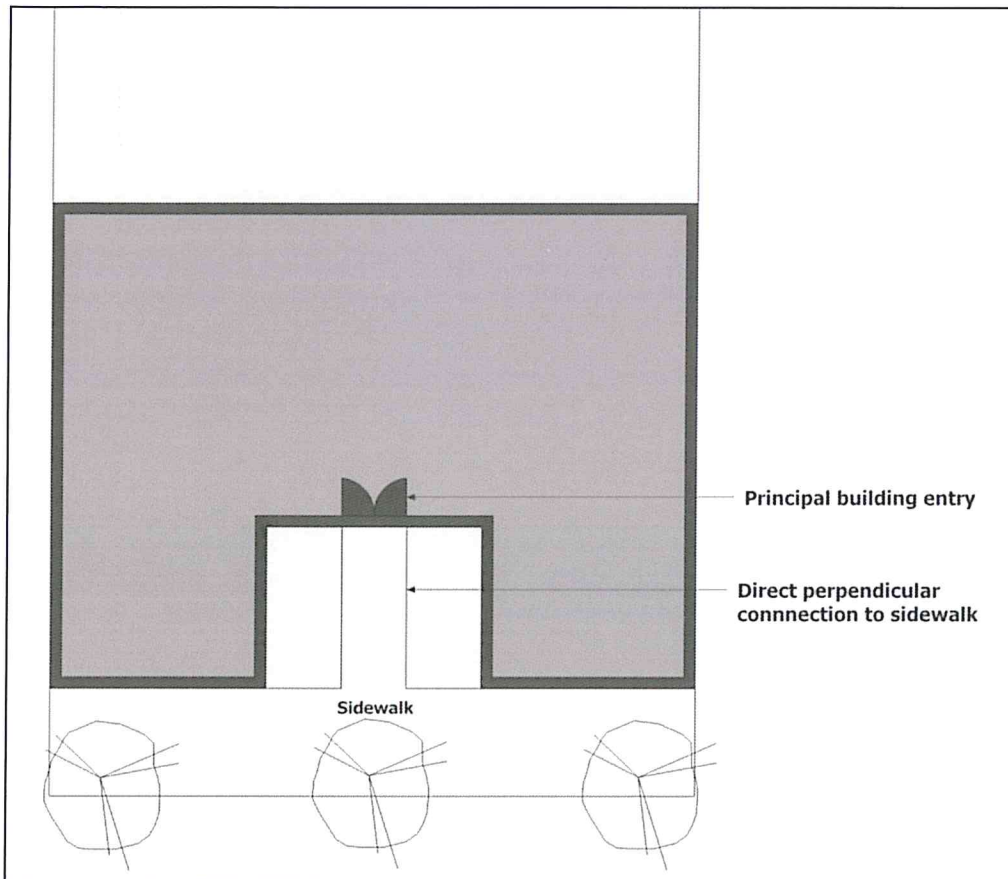
**b. Side of building parking areas.** In the CC, TC, and OHC subareas, parking shall be permitted between a building and an interior lot line that is not a rear lot line, provided the following standards are met:

- (1) Parking and maneuvering areas shall be set back a minimum of 15 feet from the front lot line;
- (2) A minimum 5 foot wide landscaped strip shall surround and abut the perimeter of the parking and maneuvering area, except where vehicular driveways and pedestrian accessways are permitted to interrupt the landscaped strip, and except where the parking and maneuvering area is part of a larger parking area in which case a perimeter landscaping strip is not required between the side of building parking area and the remainder of the parking area;
- (3) Parking and maneuvering areas, including accessways and driveways, must not exceed 40 percent of a lot frontage in the TC and CC subareas, or 60 percent of a lot frontage in the OHC subarea;
- (4) On lots greater than 120,000 square feet, side parking areas shall be broken up into multiple smaller parking areas rather than concentrated in one portion of the lot. This may be done through the use of landscaping or the location of multiple buildings on a lot.

**c. Off-street vehicle parking space reduction.** The minimum number of off-street vehicle parking spaces required for all uses located on a lot, as set forth in Chapter 16.10, may be reduced by the total number of on-street vehicle parking spaces located within the width of the frontage of the lot on which the use or uses are located. Such reduction shall be calculated on a one-for-one basis, and shall include only parking spaces located on the same side of the street as the lot frontage. Where an on-street parking space is located adjacent the frontage of two abutting lots, only the lot adjacent the larger portion of the

Standards	Applicability
<b>2. Building entries and doors</b>	
a. Orientation. All buildings shall have a prominent entry oriented to and directly connected to the sidewalk. When buildings are set back from the sidewalk, a direct, perpendicular connection between the building and the sidewalk is required. Additional entries may be provided and serve as principal entries (e.g., oriented to parking areas to the side or rear of buildings). (See Figure 36)	CC, TC
b. Transparency. The street-facing building entry door on all buildings should be comprised of at least 40% transparent glass. The entry door includes any flanking or transom windows. (See Figure 37)	CC, TC, OHC
c. Flanking or transom windows. Commercial and mixed-use building doors shall include flanking glass windows on either side of the principal door and/or clerestory/transom windows. (See Figure 38).	CC, TC, OHC
d. Design features. Commercial and mixed-use building entries must comply with at least x of the following: (1) Recessed entries. If recessed, principal entries shall be recessed a minimum of 3 feet into the building façade (see Figure 39). (2) Awnings or canopies. These may be used to provide weather protection and a visual element and meet standards (see Figure 40). (3) Architectural features. Principal entries may be reinforced with prominent architectural features such as towers, turrets, increased heights, articulated parapets, large storefront windows and doors, or entry awnings (see Figure 41). (4) Decorative features. Entries may be reinforced through the use of decorative exterior light fixtures (i.e., wall sconces) or decorative features (see Figure 42). (5) Engaged columns or piers may be used to reinforce and highlight entries (see Figure 43).	CC: x=3; TC: x=2; OHC: x=2





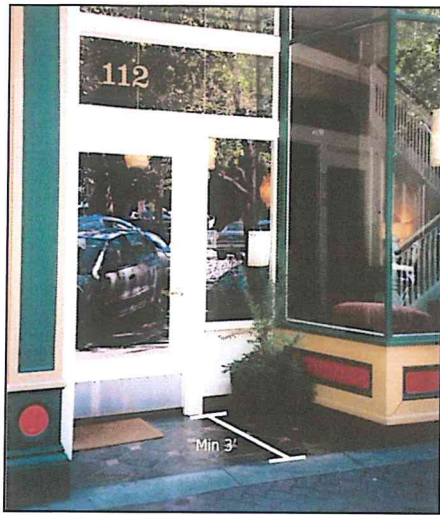
**Figure 36** Example of principal entry with direct sidewalk connection



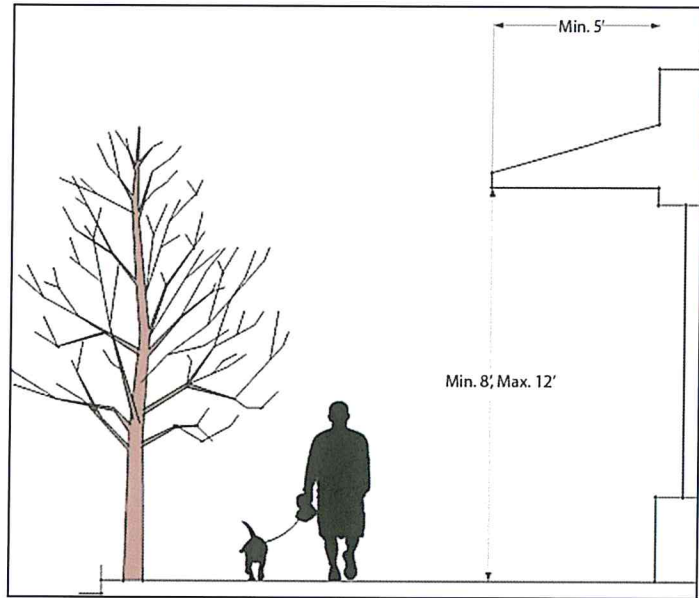
**Figure 37** Example of entry that meets transparency standards



**Figure 38** Example of entry with transom and flanking glass



**Figure 39** Recessed entry



**Figure 40** Awning or canopy



**Figure 41** Entry with awning and increased mass/decorative features



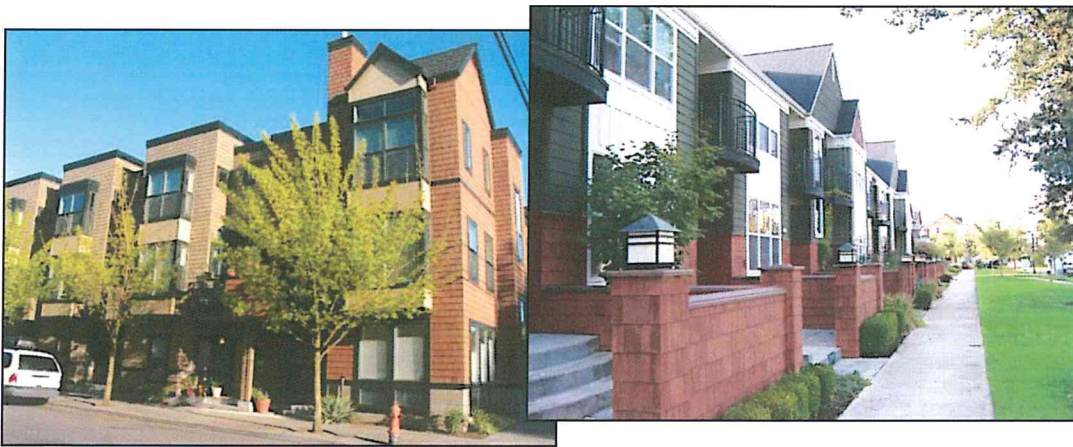
**Figure 42** Recessed entry with lighting and accent material



**Figure 43** Entry flanked by engaged columns and lighting



Standards	Applicability
Awnings or canopies must be a minimum of 5 feet deep.	
b. Entries or porches. Ground floor units in residential buildings shall include individual entry or porches for each unit which are oriented to the sidewalk.	
c. Connection to sidewalk. Ground floor residential units must include a direct, perpendicular pedestrian connection to the sidewalk.	
d. Lobby entrances. All lobbies leading to residential units must orient the principal lobby entrance to the sidewalk, and maintain a direct perpendicular connection to the sidewalk.	
e. Window coverage. Transparent windows shall be used along a minimum of 50% of the length of the ground-level primary and secondary street-facing façades, and along 50% of the overall street-facing wall area. Ground level walls include all exterior wall areas up to 10 feet above the finished grade.	



**Figure 47** Residential development that conforms to design standards

## B. Cohesive architectural elements standards.

1. Intent. Build upon downtown Canby's traditional architectural vernacular by incorporating cohesive and repetitive architectural elements into the ground floor of street facing facades.
2. Design standards and applicability.

Standards	Applicability
<b>1. Architectural bays</b>	
a. Bay divisions. Ground floors of commercial and mixed-use buildings shall be divided into distinct street-facing architectural bays that are no more than x feet on center. (See Figure 48). For the purpose of this	CC, TC: x=30; OHC: x=50

Standards	Applicability
standard, an architectural bay is defined as the zone between the centerlines of two columns. Applicants are encouraged (but not required) to divide the ground floor into an odd (rather than even) number of architectural bays.	
b. Height of bays. For large single-story buildings (greater than 6,000 square feet), taller than 16 feet, design and decorative elements required in sections 3, 4 and 5 will extend to the top of the ground floor (i.e., just below the roof, cornice or parapet).	OHC
c. Design elements. Each architectural bay within a commercial or mixed-use building shall incorporate at least x of the following elements (see Figure 49): (1) Engaged columns or piers. (2) Transom windows over doorways. (3) Storefront cornice or beltcourse (4) Canopies, awnings, or overhangs provided along a minimum of 50 percent of the overall street-facing building length. (5) Storefront frieze or sign band. (6) Bulkheads.	CC: x=3; TC: x=2; OHC: x=2
d. Decorative accents. Each architectural bay within a commercial or mixed-use building shall incorporate at least x of the following elements (See Figure 50): (1) Projecting window sills (12 to 24 feet above grade). (2) Horizontal and vertical window mullions. (3) Building lighting (minimum of 2 lights), including wall sconces, pendants, gooseneck fixtures, or lighting recessed into awnings. Wall-mounted fluorescent lights and internally lit awnings are not permitted. (4) Medallions (minimum of 2). (5) Projecting or blade signs (8 to 12 foot clearance from bottom of sidewalk).	CC: x=3; TC: x=2; OHC: x=2



**Figure 48** Illustration of replicating bays



**Figure 49** Design elements for bays





**Figure 50** Decorative accents in bays

### C. Integrated building façade standards.

1. Intent. Build upon Canby's traditional downtown architecture by creating an attractive and unified building façade that celebrates ground floor activities, the top of the building (where the edifice meets the sky), and everything in between.
2. Design standards and applicability.

Standards	Applicability
<b>1. Distinct base, middle, and top of building</b> a. All buildings (regardless of height or number of stories) shall have a clear and distinct base, middle and top to break up vertical mass. (See Figure 51). Buildings must utilize horizontal bands and/or changes in color, material, form and/or pattern to differentiate the base, middle, and top of the building subject to the following requirements. These elements are required on all street facing facades and the side of the building on which the primary entrance is located if it does not face a street.	CC, TC, OHC

Standards	Applicability
<p>(1) Horizontal bands or other changes in pattern or material shall be a minimum of 8 inches high (the length of a standard brick), and must project a minimum of 3/4 to one inch from the building face.</p> <p>(2) Changes in building massing and form may also be used to differentiate a building's base, middle, and top. This may include architectural setbacks or projections, measuring a minimum of 3 inches (see Figure 52).</p>	
2. Ground floor design elements	
<p>a. The ground floor of the building shall range from 12 feet to 16 feet in height and shall be broken up into three distinct areas – a base/bulkhead, middle, and top (See Figure 53). This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street.</p>	<p>CC, TC; (commercial and mixed use buildings only)</p>
<p>b. Ground floor "bulkhead/base". The "base" of the ground floor facade extends from the top of the finished grade or sidewalk to the bottom of the window sill. It shall contain at least x of the following elements (See Figure 54): This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street.</p> <p>(1) Projected window sills, 12 to 24 inches above.</p> <p>(2) Bulkhead (the area directly below the projected window sill) should typically be constructed of concrete, brick, or stone. This element serves to anchor the facade to the ground, and with the exception of the entry door, this element usually extends the length of the elevation.</p>	<p>CC: x=2; TC: X=1; (commercial and mixed use buildings only)</p>
<p>c. Ground floor "middle". The middle of the ground floor is typically comprised of storefront windows and shall contain at least x of the following elements (see Figure 55): This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street.</p> <p>(1) Integrated horizontal and vertical window mullions.</p> <p>(2) Window plant box (minimum of one pair).</p> <p>(3) Decorative building light fixtures, sconces, or medallion (minimum of one pair).</p>	<p>CC: x=2; TC: x=1; (commercial and mixed use buildings only)</p>
<p>d. Ground floor "top". For a multi-story building, the "top" of the ground floor facade is the area between the storefront and the upper stories of the building and</p>	<p>CC: x=3; TC: x=2; (commercial and mixed</p>



Standards	Applicability
<p>shall contain at least x of the following elements (See Figure 56): This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street.</p> <ul style="list-style-type: none"> <li>(1) A marquee or projecting or blade sign that extends in a minimum of 5 feet perpendicular manner from the building façade (the bottom of the marquee or sign shall be 8 to 12 feet above grade).</li> <li>(2) Sign frieze.</li> <li>(3) Storefront awning or canopy. The bottom of the awning or canopy shall be 8 to 12 feet above grade.</li> <li>(4) Storefront cornice or belt course.</li> <li>(5) Transom window(s).</li> </ul>	<p>use buildings only)</p>
<p>3. Middle of building design elements</p>	
<p>a. The middle of the building should be differentiated from the bottom and top by at least x of the following design elements (see Figure 57):</p> <ul style="list-style-type: none"> <li>(1) Residential windows, which are smaller than ground floor windows, and oriented vertically at a ratio of approximately 2:1. Individual vertical windows may be organized into larger window assemblies.</li> <li>(2) Balcony.</li> <li>(3) Step back.</li> <li>(4) Signage band.</li> </ul>	<p>CC: x=2; TC: x=1; (buildings of 2 or more stories only)</p>
<p>4. Top of building design elements.</p>	
<p>a. Roof forms may be flat or sloped. Requirements for chosen roof forms are as follows:</p>	<p>CC, TC, OHC</p>
<p>b. Flat roofs. All flat roofs shall employ a detailed, projecting cornice or projecting parapet to visually “cap” the building and meet all of the following requirements:</p> <ul style="list-style-type: none"> <li>(1) Cornices shall project horizontally a maximum of 3 feet (see Figure 58).</li> <li>(2) Parapets must be a minimum of 24 inches in height. Parapets must include a cornice, molding, trim, or variations in brick coursing (see Figure 59).</li> <li>(3) Cornices and parapets shall wrap around all sides of the building visible from any adjacent street or parking area.</li> </ul>	<p>CC; TC; OHC</p>
<p>c. Sloped roofs must meet all of the following requirements:</p> <ul style="list-style-type: none"> <li>(1) All sloped roofs shall provide a minimum 1-foot overhang.</li> <li>(2) All sloped roofs must have a minimum slope of 4:12 (see Figures 14 and 60).</li> </ul>	<p>CC; TC; OHC</p>

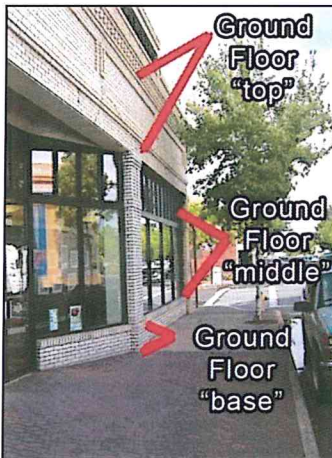
Standards	Applicability
d. Roof top gardens are encouraged on flat roofs, as they help to manage stormwater run-off that would otherwise go into storm sewers, and eventually rivers and streams. Roof gardens with plant materials that are visible from the sidewalk and the street are particularly encouraged. (See Figure 61).	CC; TC; OHC



**Figure 51** Example of distinct bottom, middle & top of building



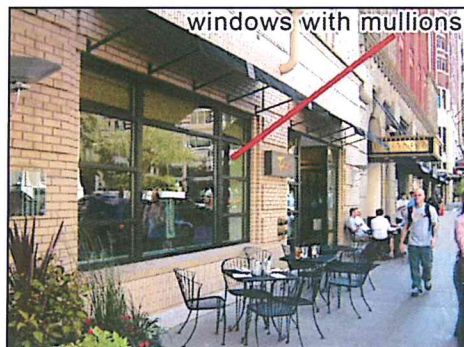
**Figure 52** Example of change in height of roofline or top of building



**Figure 53** Elements of the bottom of the building

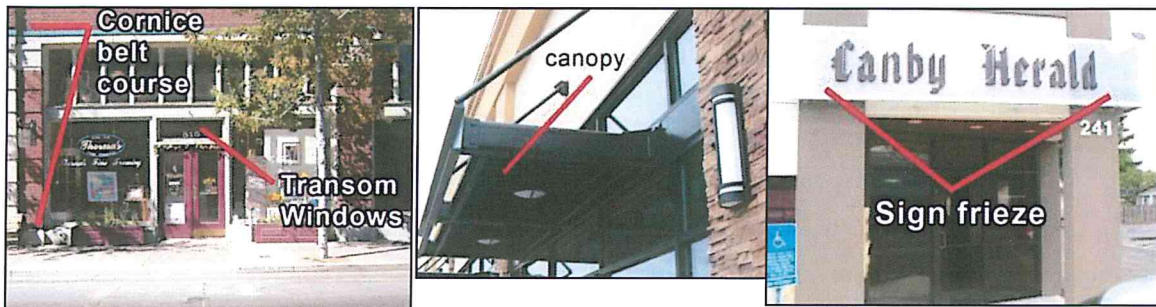


**Figure 54** Building base elements

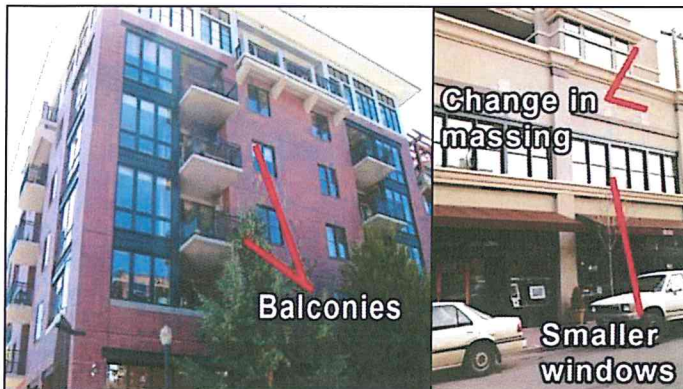


**Figure 55**  
Middle and top of ground floor elements





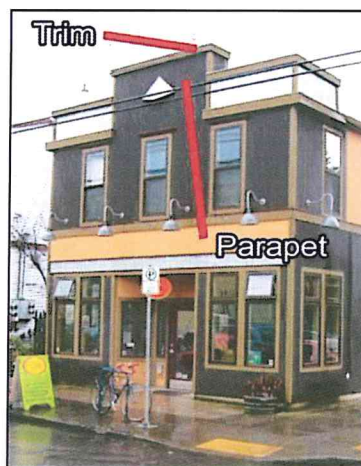
**Figure 56** Top of building elements and treatments



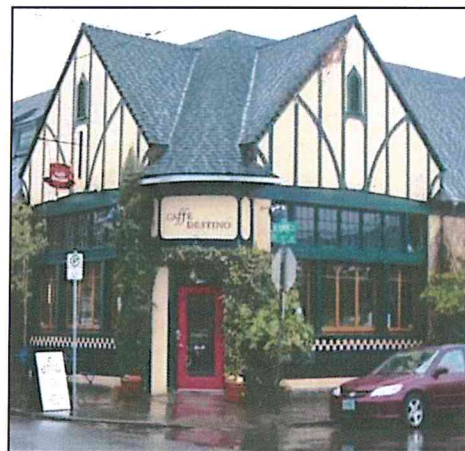
**Figure 57** Middle of building elements



**Figure 58** Cornice used on flat roof



**Figure 59** Parapet used on flat roof



**Figure 60** Varying sloped rooflines are used on this building



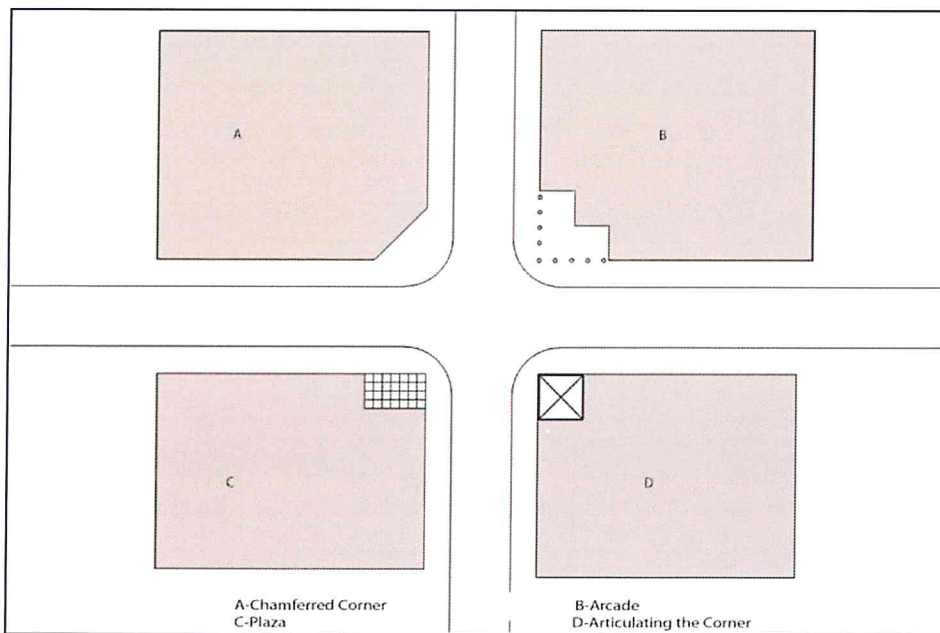
**Figure 61** Examples of rooftop gardens

**D. Corner intersection standards.**

**1. Intent.** Create a strong architectural statement at street corners to create a strong identity. Establish visual landmarks and enhance visual variety.

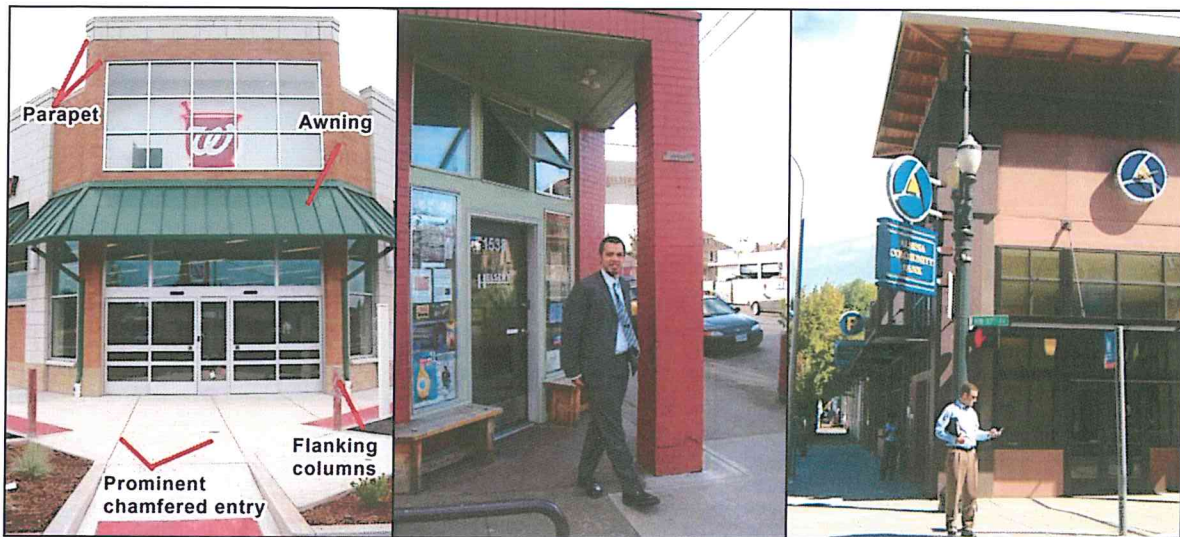
**2. Design standards and applicability.**

Standards	Applicability
<b>1. Corners</b>	
<p>a. Commercial and mixed-use buildings located on corner lots must address the corner by employing one of the following:</p> <p>(1) Chamfer the corner of the building (i.e., cut the building at a 45 degree angle for a minimum of 10 feet) (see Figure 62).</p> <p>(2) Incorporate an arcade at the corner as a way of creating a semi-public zone (see Figure 62).</p> <p>(3) Using special paving, plantings, or lighting, create a formal gathering space at the corner by notching the building so it operates as an extension of the sidewalk (see Figure 63).</p> <p>(4) Employ prominent architectural elements within 25 feet of the corner to highlight the corner of the building, such as increased building height or massing, turrets, cupolas, a pitched roof, or other prominent features (see Figure 63).</p>	CC



**Figure 62** Corner options





**Figure 63** Corner of building elements

### E. Materials standards.

**1. Intent.** Use building materials that evoke a sense of permanence and are compatible with Canby's business areas and the surrounding built environment.

**2. Design standards and applicability.** Materials allowed in the CC, TC and OHC sub-areas are summarized in the following table in terms of primary, secondary and accent materials. Other materials may be permitted through the design review process described in Chapter 16.49.

Standards	CC	TC	OHC
Primary materials – 70% or more of building façade, excluding windows and transparent doors.	Brick Stone Stucco/EIFS	Brick Stone Stucco/EIFS Wood siding Hardy Plank	Brick Stone Stucco/EIFS Wood siding Hardy Plank Split-face CMU Tilt-up concrete Spandrel glass curtain walls
Secondary materials – up to 25% of building façade, excluding windows and transparent doors.	Brick Stone Stucco/EIFS CMU (split and ground face) Concrete Wood siding Hardy Plank Spandrel glass curtain walls	Brick Stone Stucco/EIFS CMU (split and ground face) Concrete Wood siding Hardy Plank Spandrel glass curtain walls	Brick Stone Stucco/EIFS CMU (split and ground face) Concrete Wood siding Hardy Plank Spandrel glass curtain walls