

A G E N D A
ASTORIA PLANNING COMMISSION

Astoria City Hall Council Chambers, 1095 Duane Street, Astoria

Tuesday, March 26, 2013

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

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a. January 22, 2013 APC/ Council Work Session
 - b. January 22, 2013 APC
4. PUBLIC HEARINGS
 - a. Conditional Use CU13-01 by Larry Cary to locate an eating and drinking establishment, indoor entertainment, and tourist-oriented retail sales in conjunction with a distillery in an existing commercial building at 80 11th in the A-2, Aquatic Two Development zone. The applicant requests that this issued be continued to the April 23, 2013 Planning Commission meeting.
 - b. Variance V13-02 by Stephen and Karen Allen for the Wet Dog Café and Brewery from the maximum 15 square feet for a projecting sign to install an approximate 49 square foot projecting sign and a variance from the maximum 65 square foot signage for the entire site to install approximately 150 square feet of signage on the north and west elevations of an existing commercial building at 144 11th Street in the S-2A, Tourist Oriented Shorelands zone. Staff recommends approval of the request. This item was continued from the February 19, 2013 meeting.
 - c. Extension Request for Conditional Use CU10-03 by James J. Neikes to extend permit for one year, to May 4, 2014, to allow various potential uses within the existing structure at 1415 Olney Avenue in the S-2, General Development Shorelands zone. Staff recommends approval of the request with conditions.
 - d. Amendment A12-04 by the Community Development Director to adopt the Astoria Recreational Trails Master Plan by reference in Development Code Section 1.240 and to amend the Comprehensive Plan to implement recommendations from the Master Plan, City Wide. The Planning Commission's recommendation will be forwarded to the City Council for a public hearing tentatively scheduled for April 15, 2013 at 7:00 p.m. in the City Hall Council Chambers at 1095 Duane Street. Staff recommends that the Planning Commission recommend adoption by the City Council.

5. REPORT OF OFFICERS
6. NEW BUSINESS
7. ADJOURNMENT

ASTORIA CITY COUNCIL AND PLANNING COMMISSION JOINT WORK SESSION

Astoria City Hall
January 22, 2013

CALL TO ORDER:

Mayor Van Dusen called the meeting to order at 5:30 p.m.

ROLL CALL:

Councilors Present: Councilor Warr, Councilor Mellin, Councilor Herzig, Councilor LaMear, and Mayor Van Dusen

Commissioners Present: President Zetty Nemlowill, Commissioner Cary, Commissioner Innes, Commissioner Tollefson, Commissioner Pearson and Commissioner Norgaard

Staff Present: City Manager Benoit, Community Development Director Estes, Police Chief Curzon, Deputy Chief Johnston, Police Sergeant Aydt, Officer Hord, Public Works Director Ken Cook, City Engineer Harrington, and Planner Johnson. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

REGULAR AGENDA ITEMS:

Item 3(a): Pedestrian Safety Discussion

City Manager Benoit explained that over the past few months, the Planning Commission, acting in its role as the Traffic Safety Committee (TSC), has been discussing the issue of pedestrian safety. Representatives from the Public Works, Police, and Community Development Departments have been addressing questions and issues raised by the TSC. Chris Maciejewski from DKS & Associates, the firm working on Astoria's Transportation System Plan (TSP) update, will present information and discuss issues regarding pedestrian safety within the City of Astoria.

Chris Maciejewski, Traffic Engineer, DKS & Associates, presented an overview of the pedestrian safety issues within the city via PowerPoint, reviewing statistics and information about pedestrian related accidents over the last ten years and noting key factors that lead to such incidents. He also reviewed a toolbox of pedestrian safety improvements used by communities around the country to generate ideas about what tools would fit well for Astoria and help improve pedestrian safety. He explained that his goal is to get a good dialogue started about pedestrian safety and what changes people are interested in seeing. His key comments and responses to questions from Council and the Commission included:

- Pedestrian crash statistics are generated by a report being filed with the police or the DMV, which are copied to ODOT. There could be more close calls or unreported incidents.
- Lighting seems to be a leading factor in pedestrian related accidents, as more accidents occur during the winter months, when there is less light each day, and around dusk during most of the year.
- Most accidents occur in Astoria's downtown core, where most pedestrian traffic occurs. Accidents have also been occurring on the highway west of downtown, which is currently being discussed at the TSP meetings as crossing that four-lane section of highway is difficult.
- The majority of crashes occur at unsignalized crossing locations in the downtown area with the key contributing factors being lack of driver visibility and motorists failing to yield to pedestrians.
 - Pedestrian accidents on the highway west of town occurred at both unsignalized and signalized intersections and as a result of jaywalking, again, lack of visibility and failure to yield to pedestrians were the key causes. A couple accidents resulted from excessive speed.
- In the downtown core area, improvements at signalized intersections could include countdown timers, leading pedestrian intervals and a pedestrian scramble.
 - Countdown timers that tell pedestrians how long they have to get across the intersection. Due to the number of reduced crashes, Manual on Uniform Traffic Control Devices standards now require that all traffic signals have a countdown timer installed. ODOT may decide to programmatically upgrade signals region wide with the timers over the next few years.

- Leading pedestrian intervals give pedestrians an additional three to five seconds before drivers are given a green light, which improves visibility of pedestrians. This is an effective, low-cost option and could be discussed with ODOT for the highway.
- A pedestrian scramble stops all vehicles while allowing pedestrian traffic in all directions to cross an intersection. This reduces the efficiency of vehicle traffic flow and is most effective in areas where moving large numbers of pedestrians is the priority. This option would be used at specific times, like when the cruise ships are in Astoria. It might not be practical year round.
- Improvements at unsignalized intersections include:
 - Curb extensions, which help improve the visibility of both drivers and pedestrians and the chance that drivers will yield to pedestrians. Curb extensions are relatively expensive and can affect storm water drainage, reduce parking space, and impact the turning movements of large vehicles at intersections.
 - Installing waist-high, metal tubes or markers in areas where on-street parking reduces visibility. These markers are installed diagonally across the parking space closest to the pedestrian crosswalk, providing better visibility at a lower cost than curb extensions without impacting storm water drainage
 - Astoria may have parking spaces closer than the required 25 foot distance from intersections. Curb extension and metal tube markers could help improve compliance and safety.
 - Each intersection could lose up to eight parking spots, depending on the street configuration, so the City will need to consider the parking supply downtown and whether to mitigate the loss of parking.
- Improvements that may improve driver yielding behavior include:
 - In-pavement flashers, which are lights installed in the pavement that light up when a pedestrian pushes the crosswalk button. The lights are visible during the day and night. Jurisdictions using the flashers have replaced them with other treatment options as installation can be tricky and maintenance can be expensive. Snow plows and water can damage the lights.
 - A sign placed in the center of the road instructing drivers to watch for pedestrians, which can improve yielding behavior from 13 percent to 46 percent. While a low-cost option, the signs can be easily hit by vehicles, increasing maintenance costs.
 - Median refuge islands, which allow pedestrians to cross a road in two stages. The intersection must be large enough to accommodate an island, where signs and landscaping can be installed. Refuge islands work well at T intersections where no left turn pocket exists.
- Enhancing intersections with signs, striped crosswalks, and street lighting are effective overall treatments.
- The described improvement methods should only be used at certain intersections, otherwise the improvements tend to be ignored. The City needs to be selective when deciding which method to use at which intersection. Federal guidelines can help the City determine which method is best at each intersection. Improvements inappropriate for a given intersection can decrease pedestrian safety.
- Improvements that address the problem of speeding include:
 - Driver speed feedback signs, which are placed near speed limit signs and tell drivers how fast they are going. Studies show these to be as effective as speed bumps in neighborhoods; however, once the feedback sign is removed, speeding increases. A permanently installed feedback sign may cost less than the mobile option.
 - A road diet involves narrowing the road by reducing the number of lanes in a specific location. This allows space to install bike lanes, median islands, and center turn lanes. In areas with heavy through traffic, a road diet can increase congestion.
- General, citywide improvements include:
 - Improved street lighting, including the location and type of street lighting used. LED lighting allows for more control of lighting levels and patterns to help eliminate shadows and reduce visibility.
 - Rectangular rapid flashing beacons at pedestrian crosswalks are a low cost option and research shows them to be effective at improving driver yielding behavior.
 - High-intensity activated crosswalk beacons flash lights when a pedestrian is present and stops traffic in both directions. These are typically used at major pedestrian crossings like at a school and more expensive option than the rapid flashing beacon. High-intensity activated crosswalk beacons are only used on city streets and are not approved for highways.
 - Flags or paddles can be carried across the intersection by pedestrians to increase visibility. Limited research shows the flags improve driver compliance by an average of 65 percent. While inexpensive, theft is a big issue. Seattle discontinued using the flags because pedestrians were not using them.
 - Coordinating with the Police Department about changes to the system is recommended so that spot enforcement can magnify that a different behavior is required. Costs for enforcement can be high depending on the strategy or programs implemented.

- Education campaigns can be low cost. ODOT has materials available for the City to utilize and the City can work with the school district and other agencies to implement an education program.
- He clarified he has not seen any studies about diagonal versus parallel parking and pedestrian safety. That discussion usually comes up with bicycle safety rather than pedestrian safety.

Comments and questions from the Councilors and Commissioners were as follows with responses by Staff and ODOT representatives as noted:

- It is unfortunate that the blinking lights that extend across the intersection are so difficult to maintain because they increase visibility, especially at night and in fog. The flags are an inexpensive way to increase visibility.
- At one time, Uniontown seemed to have a high number of pedestrian accidents where an older version of the rectangular rapid flash beacon (RRFB) is installed. It is expected that upgrades will be done on that existing beacon to match the unit used at 36th Street when sufficient funds are available. That existing beacon was requested by Uniontown Association after a pedestrian was struck. Adding LED lights will be more effective in this area because they are brighter and focused better. High intensity signals are typically used at fire stations where a red light is used to stop traffic. The beacon in Uniontown uses a flashing yellow light to warn drivers.
- Center lane signs seem to be a good idea. The flags may not be practical, but are cost effective.
- This presentation gives the City many site specific tools to consider. Some tools may work in one area and another tool may work best in another area.
- Director Estes explained the TSP process began more than a year ago and has involved gathering data. This next year will include more analysis in order to plan for pedestrian and bike needs and vehicular traffic flow. This will include more public meetings to get feedback about the ideas presented. A draft of the TSP should be presented for review by the Planning Commission and City Council by fall of 2013.
- Trends in pedestrian-related accidents have been difficult to determine. Some immediate action should be taken to increase pedestrian safety because measures in the TSP will take time to implement. Gathering data will not solve the problem.
- Visibility is a real problem when pedestrians step out from behind parked cars. Reducing parking spaces is a small price to pay compared to losing a pedestrian.
- As indicated on Slides 3 and 4, November and January have the largest number of accidents, which is when the sun blinds drivers at sunset.

Mayor Van Dusen called for public comment.

Pamela Mass McDonald, 687 14th Street, Astoria stated that many of the public trails maintained by the Parks Department are dangerous for pedestrians. While well-constructed, many public trails are not well maintained and are hazardous. She identified several public trails that need attention and is concerned someone would be hurt.

Jeff Daily, 2380 Ocean Vista Drive, suggested using a reflective paddle that is carried across the intersection by pedestrians, as flags are more expensive and lights can be ignored. Studies have shown that non-typical visual aids increase driver compliance. He urged the City to experiment with using the paddles on any intersection in Astoria to see if the concept would work. Sponsors could advertise to decrease cost on the paddles. He did not believe theft would be an issue, especially with businesses advertising placed on the inexpensive paddles. He demonstrated how a pedestrian might carry the paddle across an intersection. He chose using paddles versus flags for several reasons, including the wind, price per flag and overall expenses involved. He agreed using flags or paddles, combined with an education program, could result in changes in both driver and pedestrian behaviors.

Dane Jacoenetti, 1594 4th Street, Astoria said he wears a bright green vest or neon green jacket when he walks around town. He also carries a 6-foot pole that he uses when walking in slippery conditions. Motorists avoid the pole, even when cutting him off as he crosses an intersection. The pole keeps the vehicle about two feet from him. He recently began using a crutch and wearing a black jacket, which has actually resulted in more motorists stopping to allow him to cross an intersection. Just being visible does not promote yielding behavior. Most accidents occur at dusk because people are in a hurry to get home after work and school, so yielding behavior needs to be addressed.

- To address pedestrian safety now, he believed KMUN would air public service announcements on pedestrian safety immediately.
- Tinted windows make eye contact between pedestrians and motorist difficult, especially for children and seniors. One cannot see which way the driver is looking. The behavior of the motorist must be addressed. Perhaps ODOT could do a campaign like "Click-it or Ticket" that promotes, "Stop Merging with Pedestrians."
- When merging with traffic, drivers aim for the empty spot and keep moving to avoid being hit. Drivers do the same thing in crosswalks, aiming for the empty spot where the pedestrian will not be by the time they get there.

Accidents occur when the driver is distracted, their timing is off or the pedestrian moves in an unexpected manner. KMUN could make Stop Merging announcements on the radio to help these behaviors.

Suzanna Gladwin did not believe trucks should be allowed in the downtown area. She suggested developing a truck route with a 30 mph speed limit on Wicks Road from John Day to the fairgrounds, which should be included in the County's TSP. She confirmed that the City of Astoria favors such a truck route and noted ODOT has found that a truck route would not decrease visitors to Astoria. She explained that the Clatsop County Planning Commission has been discussing the possibility of a truck route.

Mayor Van Dusen noted that having a truck route has been a City Council goal for 30 years. ODOT Area Manager Larry McKinley noted a draft environmental statement was completed for the project and at that time, the State told ODOT that further funding was not available.

Councilor Herzig believed the leading pedestrian interval would be easy and quick to implement at a couple signaled intersections on Commercial with cooperation from ODOT. He suggested moving two on-street parking spaces on a temporary basis using pylons at certain unsignalized intersections on Commercial Street. The flags could be made by high school students at Tongue Point as part of their senior project, which could be part of a community education event as well.

Jerry Wilson, 1445 Duane, Astoria, stated it is important that motorists look at the pedestrian's background because pedestrians wearing dark clothing against a dark background are hard to see.

City Manager Benoit suggested the City immediately begin implementing some low cost options, which could probably happen quickly, such as adjusting the signals, which will have to be discussed with ODOT, and using flags or paddles. Removing parking is a big issue for downtown, but it could be done experimentally.

Following a brief discussion, City Council and Planning Commission directed Staff to research the various options for increasing pedestrian safety at intersections and consented to implement the use flags or paddles with reflective material at certain intersections.

Councilor Mellin noted jaywalking is also a problem. Chief Johnson explained the City's Ordinance prohibiting jaywalking in specific areas, and noted that sting operations do occur, but determining when a pedestrian is jaywalking can be difficult. Most pedestrian accidents occur at intersections, which is the problem with delaying traffic signals because crashes occur when a driver is attempting to make a right turn. The driver is looking for oncoming traffic rather than pedestrians. The delayed signals can give a false sense of security. He suggested allowing pedestrians to cross on certain sides of the intersection to avoid conflicts with drivers making a right turn.

Larry McKinley, 350 W. Marine Drive, ODOT Area Manager, agreed to follow up and review several of the suggestions made, including the flexible markers on the centerline, delayed traffic signals, and lighting. He noted candlesticks placed along the center line leading to work zones are effective for ODOT. Some traffic signals may not have been engineered to hold additional lighting. Illumination could be installed separately from the traffic signal to increase visibility. He used the intersection on 33rd at Safeway as an example and suggested that lighting be installed in the parking lot.

Officer Hord agreed visibility is poor on Commercial Street near downtown and shared his experiences and ideas regarding pedestrian safety in Astoria.

Mr. McKinley noted the speed to get through the signals using the east and west through lanes on Commercial and Marine is set at about 21 miles per hour. The white time displayed at the crosswalk tells pedestrians how many more seconds they have to safely step out off of the curb. Pedestrians still have sufficient time to get to the other side of the intersection if they are in the crosswalk when the signal turns orange or red.

Mayor Van Dusen announced that Director Brett Estes and his wife, Tiffany Estes, were just awarded the George Award for Outstanding Volunteerism by the Astoria Chamber of Commerce.

Item 3(b): Solar Power Presentation

City Manager Benoit noted the Planning Commission has been working for more than a year to develop a land use ordinance to govern the installation of solar facilities on buildings. During the Commission's work, questions were

raised about the direction of solar technology and the need for more information on the future of solar technology to aid in developing the Code. Robert Delmar, a State expert on solar technology, has been invited to update the Council and Commission on solar technology trends.

Robert Delmar, Senior Solar Project Manager, Energy Trust of Oregon described various solar technologies and displayed pictures via PowerPoint to show recent developments, trends, and the direction solar technology is taking. His key comments and responses to questions were as follows:

- Germany has installed solar more than any other country and their solar resource is about the same as Astoria. The cost of installing solar systems in Germany is half the cost in the United States due to the permitting, taxes, overhead and labor costs in the U.S. Permitting and ordinances can help the industry have straightforward guidelines about how to install solar on buildings and help reduce these soft costs.
 - Rather than increasing efficiencies, new technologies are focused specifically on reducing the overall installation cost and time for solar.
- Welding flexible panels to flat roof membranes reduces efficiency when puddles form that collect dust and pollen. Panels should be installed at a 15 degree angle to allow the rain to clean the panels and alleviate problems with shading, which can be caused even by pollen accumulating on the panels.
 - Understanding the hazards of perfectly flat installations is the purchaser's responsibility. Property owners taking advantage of performance based financial incentives can be assured that panels are mounted at a slope.
- Ballasted systems are installed without any roof penetrations, which preserves the integrity of the roof. However, these systems are designed for lower wind loads and would be challenging to install on the coast. Ballasted systems are typically installed inland on commercial buildings.
 - Standing seam metal roofs last about 50 years on the coast when installed correctly. Peel and stick solar collectors are installed in between the ribs, however, this is half as effective as installing panels with clips that grab the seam to provide a mounting base for panels.
- Panels should face within 30 degrees of south for maximum efficiency, and shadows throughout the day need to be considered when deciding where to place a solar system on a roof. Proper placement of solar panels on buildings that face north and south depends on whether the property is east or west of the Cascades. Properties east of the Cascades get more sun in the morning and thunderstorms in the afternoon so solar systems are placed on the east facing roof. Properties on the coast generally place solar systems on the west facing roof.
- Installing solar systems on the south facing roof is best, as 20 percent is lost when placed on the west facing roof. Prohibiting people from placing solar on a south facing roof, due to visibility from the street for example, is essentially prohibiting them from having solar at all.
- Shading is another big impact. A tree shading just one or two collectors could eliminate 90 percent of production.
- In the next session a bill before the State legislature will allow solar gardens where people without good solar roofs can buy shares in a central solar installation. States that allow solar gardens refer to this as virtual net metering where residents receive the benefits of a solar system not installed on their properties.
 - Solar gardens may be a good solution for communities on the coast where mature trees or poor building orientation would prevent roof mounting. The concept is also worth considering in areas with many historic properties.
- Solar water heating on breweries is popular because breweries use a lot of gas and electricity, even Wet Dog, a coastal brewery, has experienced tremendous savings.
- Solar shingles, while aesthetically pleasing, are difficult to install and have not taken off.
- He described the various equipment options used for residential solar systems, adding that commercial installations can also require a myriad of equipment. Code regulates how this equipment is used. As the equipment gets less expensive, labor costs will also decrease.
- Most all residential installations use conventional, photovoltaic (PV) modules mounted on an aluminum frame flush against the roof. This type of installation reduces wind loads and looks nice. Oregon's Solar Installation Specialty Code gives a prescriptive structural solution for mounting these collectors flush on the roof, which reduces soft costs.
- Solar water heating systems have a small visual impact and look like a skylight when installed. The industry has come a long way to make these installations meet professional roofing standards.
 - Solar Rating and Certification Corporation (SRCC) gives credibility to the industry and provides a third party test for performance. Third party certifications make approving the systems easier for jurisdictions.
 - Traditionally, about 250 Oregon residences install a solar water heating system each year and about 1,200 residential PV systems are installed.

- Good tools, guides, and resources are available for planners. Technical specs have been created for putting solar on National Park properties and a guide is available for installing solar on historic buildings. Each study on the effect of solar energy systems on property values has found that solar energy improves property values.
- Financial incentives offered by the State will remain in effect through 2018 and have been extended every year since about 1978. At this time, Federal tax credits are available until 2016, but could be eliminated before that, which will have a big impact on the industry. The Energy Trust of Oregon is offering incentives for at least another five years; hopefully the technology will become cheap enough that incentives are not needed.
 - Commercial properties have struggled with State and Federal incentives. The Federal tax credit has been extended for one more year. The State tax credit, once defunct, is now back, but difficult to use so commercial properties are struggling to install solar. Residential properties are the real market for solar.
- A residential PV system installation would take approximately 30 years to pay back with no financial incentives. With incentives, residential systems can take less than 10 years to pay back. Solar water heating systems are cheaper to install, but they do not have as generous of incentive package. Compared to PV systems with about a six year payback with incentives, solar water heating is about eight or ten years with incentives. Without incentives, both systems would take more than 20 years to pay back.
- PV systems come with a 25-year warranty and will still produce 80 percent of their original power production after 25 years. The systems will fail if hit with a rock, tree branch or baseball, but the laminated glass prevents shattering. PV systems will withstand hail storms in Oregon.
 - Solar water heating systems are made of glass and copper and typically come with a 20-year warranty.
- With regard to concerns about rooflines and visibility, he confirmed that angled panels do not significantly improve the energy produced as originally believed. A flat mounted panel will produce 85 to 90 percent of what a south facing panel angled at an ideal 30 degree slope can achieve.
- The State Installation Code has addressed issues concerning firefighter safety by requiring access paths for firefighters to ensure the roof can be vented on either the north or south side. The Code mandates having walkways at the side of the panel and along the ridge of the roof.
 - The State Fire Marshall and the firefighting community helped develop the State Installation Code.
 - Installing systems according to this State Code would be required if the local jurisdiction has adopted that code as its local requirement.
- The electricity production per panel is measured in watts per square meter. Efficiencies are improving; a conventional-sized panel, approximately 30-inches wide by 5-feet tall, produces about 250 watts. Five years ago, that same panel would have been a 220-watt panel.
- Improved efficiency enables a property owner to install a certain amount of solar in a smaller footprint. Most of the time, standard efficiency systems are installed because the price is lower, and more panels are added to get receive more efficiency, resulting in a bigger footprint. High efficiency technologies are only being used in areas where space is limited.

Commissioner Innes thanked Mr. Delmar for the information. She believed the presentation has provided a lot of ideas to consider as the Commission focuses on residential solar power installation code.

ADJOURNMENT:

There being no further business, the work session was adjourned at 7:30 p.m.

ATTEST:

APPROVED:

Secretary

City Manager

ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall

January 22, 2013

CALL TO ORDER:

President Nemlowill called the meeting to order at 7:38 p.m.

INTRODUCTION OF NEW MEMBER:

Commissioner David Pearson stated he has served on the Historic Landmarks Commission (HLC) for 15 years and currently works at the Maritime Museum as the Deputy Director. He explained how he came to live in Astoria and work at the museum.

ROLL CALL:

Commissioners Present: President Zetty Nemlowill, Vice-President Mark Cary, McLaren Innes, Al Tollefson, David Pearson, and Thor Norgaard.

Commissioners Excused: Annie Oliver

Staff Present: Planner Rosemary Johnson. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

The Planning Commission proceeded to Agenda Item 5(a) Approval of Minutes and moved Item 4(a), Election of Officers to after the public hearings.

APPROVAL OF MINUTES – ITEM 5(a):

President Nemlowill asked for approval of the minutes of the November 27, 2012 meeting. Vice-President Cary moved to approve the minutes, seconded by Commissioner Innes. Motion passed unanimously.

ELECTION OF OFFICERS – ITEM 4(a) [Planning Commission elected officers after Public Hearing Items 6(a)]

In accordance with Sections 1.140 and 1.116 of the Astoria Development Code, the APC needs to elect officers for 2013. The 2012 officers were President Zetty Nemlowill, Vice-President Mark Cary, and Secretary Sherri Williams

President Nemlowill moved to elect Sherri Williams to continue serving as Planning Commission Secretary for 2013, seconded by Commissioner Norgaard. Motion passed unanimously.

Commissioner Norgaard nominated Zetty Nemlowill to continue as 2012 Planning Commission President; seconded by McLaren Innes.

President Nemlowill nominated McLaren Innes to serve as 2013 Planning Commission President; seconded by Commissioner Cary. Commissioner Norgaard withdrew his nomination. McLaren Innes was unanimously elected 2013 Planning Commission President.

Commissioner Nemlowill passed the gavel to newly elected President McLaren Innes.

President Innes nominated Mark Cary to continue to serve as Planning Commission Vice-President, seconded by Commissioner Norgaard. Mark Cary was unanimously elected 2013 Planning Commission Vice-President.

PUBLIC HEARINGS:

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

ITEM 6(a):

CU12-05 Conditional Use CU12-05 by Brian Reichert to operate a drive-through food service as a temporary use in an existing commercial building at 230 - 37th Street in the S-1, Marine Industrial Shorelands zone.

President Nemlowill asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. President Nemlowill asked if any member of the Planning Commission had a conflict of interest or any ex parte contacts to declare. None declared.

Planner Johnson reviewed the written Staff report. No correspondence has been received and Staff recommends approval of the request with conditions.

Commissioner Innes expressed concern about access to the food stand would be from 37th Street as noted on Page 4 of the Staff report. She believed most people would turn into the lot from Lief Erikson Drive. Planner Johnson explained that drivers would turn onto 37th from Lief Erikson Drive to get to the building; access would not be directly from Lief Erikson Drive. ODOT regulates driveways that directly access a State highway. There are fewer requirements for driveways that directly access from side streets.

Commissioner Norgaard stated he could not recall approving the condition to remove the outdoor grill with the last permit extension. Planner Johnson clarified that removal of the grill was not a condition of approval, but the Planning Commission directed Staff to have the grill removed because the City was receiving complaints about the smoke. She confirmed that the locomotive had been a food grill.

President Nemlowill opened the public hearing and called for testimony from the Applicant.

Brian Reichert, 4743 Cedar St., stated he is requesting permission from the HLC to install an exhaust fan on the roof to remove heat and steam from the building. No smoke will be emitted from the building. A self-contained frying unit with an integrated air filtration system and fire suppression system will be used. The smell of french fries cooking will be the only smell emitted from this unit. The hood inside the building is designed to remove excess heat. A double-sided flat grilling Panini machine is the only other cooking device that will be used in the building. This grill will only emit steam and heat. The Applicant will be serving 100% plant-based products. No meat or dairy products will be sold. The menu will change on a daily basis.

Commissioner Innes believed the Applicant would get foot traffic from the River Walk and asked how these customers would eat without any tables or chairs available. Mr. Reichert explained he would be providing a carryout service, similar to an espresso or coffee shop. Without restroom facilities, he is unable to put tables and chairs outside. Customers could use benches along the River Walk or take the food to another location. Parking spaces have been leased from the Port, so his customers do not have to pay for parking on Port property.

President Nemlowill noted that no one else was in the audience and closed the public hearing.

Commissioner Norgaard stated he was glad the building was going to be used, adding the location would benefit trolley riders wanting something to eat.

Vice-President Cary noted he owns a self-contained frying unit and confirmed the only time smells are emitted is when the grease needs to be changed. He supported the application.

Commissioner Pearson noted it is a temporary use for an underutilized site and the application meets all of the criteria, so he also supported the application.

President Nemlowill agreed the application would have minimal impact as it is not a change from the conditional uses previously approved for the site.

Commissioner Pearson moved that the Astoria Planning Commission adopt the Findings of Fact and Conclusions contained in the Staff report and approve CU12-05 by Brian Reichert; seconded by Commissioner Cary. Motion passed unanimously.

President Nemlow will read the rules of appeal into the record.

REPORTS OF OFFICERS/COMMISSIONERS:

This agenda item was addressed following Item 4(a) Election of Officers.

Planner Johnson stated she had sent the Commission's draft of the Solar Code to Robert Delmar of Energy Trust of Oregon for their review and feedback. The draft already addresses many of the items discussed during Mr. Delmar's solar energy presentation at the City Council/Planning Commission Joint Work Session earlier that evening. The Planning Commission must ensure the Solar Code complies with new State regulations.

- Rather than trying to allow for every potential type of solar facility, the ordinance should discourage or prohibit systems and installation techniques that are not aesthetically pleasing or have poor efficiency.
- The State solar installation code regulates the technical aspects of installing a solar system, but does not address aesthetic issues. In compliance with the State code, the Commission's proposed draft states that solar systems which meet the State code are not required to have a City permit. Not all solar installations are exempt from permits and the non-exempt systems would be regulated by the City standards and permitting. The City's draft ordinance also exempts some other systems from City permits.

Commissioner Nemlow will expressed concern about excessive regulations, paperwork, and other requirements contributing to higher costs with regard to solar systems. Planner Johnson explained she is working towards making the approval process administrative, so an applicant would not be required to go through a public permitting process with the Planning Commission or Historic Landmarks Commission.

President Innes asked about State installation guidelines overriding the City's goals. Planner Johnson explained that State laws involve building codes, or the mechanics of installation, that will always apply to every city in Oregon. The City of Astoria has adopted the International Building Code with the Oregon amendments, which is part of the Code the City building inspector enforces. The proposed Solar Code regulates those applications that do require permits by State codes and addresses the aesthetics of solar facilities. President Innes liked the idea of a solar cooperative farm on a separate lot as mentioned by Mr. Delmar to preserve the look of historic buildings.

Commissioner Nemlow will questioned the relevance of solar power in Astoria. She would have liked to have asked Mr. Delmar more about his comparisons of Astoria and Germany, where solar power is prevalent.

Vice-President Cary said he would like to know how much money Clatsop County Community College saves on electricity by using solar power. He noted the comment that it takes 30 years to pay back on a residential installation, but the life of the panels is 25 years. He does not have a problem with panels installed along the slope of a roof as they are unnoticeable. Planner Johnson noted that initially, the Planning Commission's direction was to not consider cost efficiency nor the energy efficiency of solar compared to alternative methods. Some cities offer energy efficiency audits to residents, but the Commission agreed some people may want to install alternative energy facilities simply for the good of the environment; whether or not they break even or make a return on that investment is not the City's issue.

Commissioner Nemlow will reiterated she is concerned with the relevance of solar power and implementing too many restrictions, especially when the environment is already so prohibitive. It would be good to see another, more effective method of tapping into the sun's energy. Planner Johnson said the City could consider doing a brochure showing the various options available. She noted most proposed Code restrictions focused on historic properties.

President Innes believed it would be difficult for the Commission to advise about actual choices and mechanics. Planner Johnson noted that Staff would refer residents to a professional.

Commissioner Pearson stated the HLC typically deals with skylights and must consider any visible impact to the neighborhood. While it is nice to say no one will see a solar facility, their location can create a visual impact. Planner Johnson noted that most of the City's proposed Solar Code came from National Park Service standards for historic properties. Commissioner Pearson added many historic buildings are using solar gardens where the facilities are placed in a contemporary structure behind vegetation, along with HVAC and other utilities.

President Innes noted it is surprising to learn how many buildings already have solar systems. Planner Johnson noted the solar system on the Wet Dog was approved administratively as rooftop mechanical equipment that was not visible from the streetscape. President Innes noted that the State does not allow solar panels to be installed on public pools.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:12 p.m.

ATTEST:

Secretary

APPROVED:

Planner

STAFF REPORT AND FINDINGS OF FACT

February 6, 2013

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER



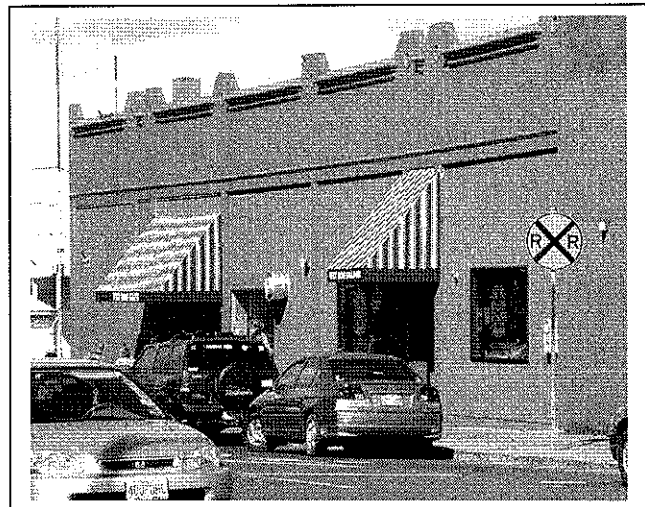
SUBJECT: VARIANCE REQUEST (V13-02) BY WET DOG CAFE AND BREWERY TO
INSTALL PROJECTING SIGN AND WALL SIGNS AT 144 11TH STREET

I. BACKGROUND SUMMARY

- A. Applicant: Stephen & Karen Allen
Wet Dog Cafe and Brewery
144 11th Street
Astoria OR 97103
- B. Owner: Stephen C Allen
144 11th Street
Astoria OR 97103
- C. Location: 144 - 11th Street; Map T8N R9W Section 8CA, Tax Lot 200; Lots 1 & 1, Block 56.5, McClure
- D. Zone: S-2A, Tourist Oriented Shoreland
- E. Proposal: To remove existing signage and install wall signs and a projecting sign. Variance requested from the following:
 - 1) Maximum 15 square feet for projecting sign to install a 49 square foot projecting sign
 - 2) Maximum 64 square feet of total signage for the site to install a total of approximately 150 square feet of signs

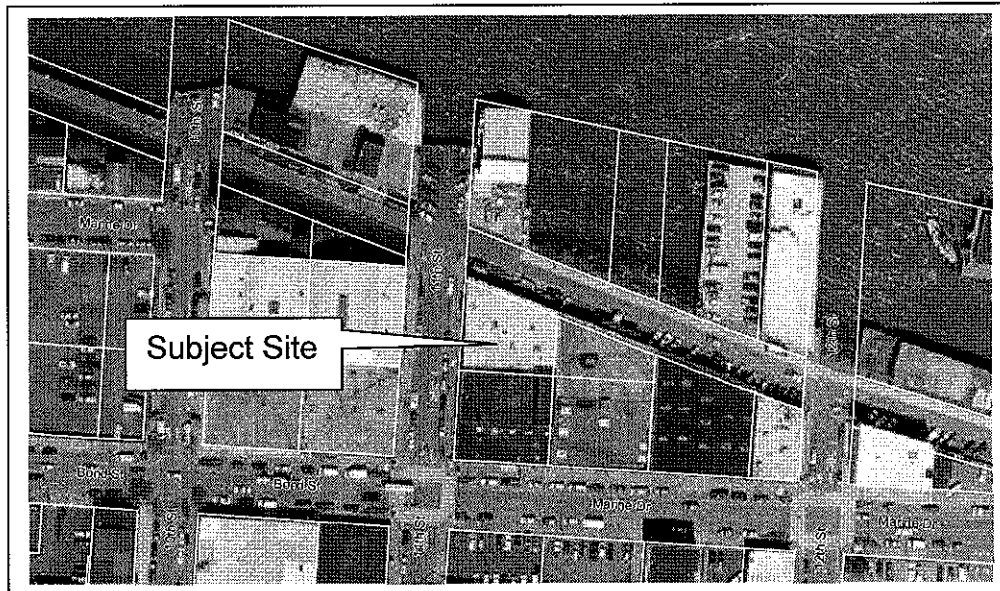
II. BACKGROUND

The building is located on the east side of 11th Street with the north elevation adjacent to the City Trolley Line. It is currently occupied by Wet Dog Cafe. This portion of the building was originally occupied by Pacific Fruit & Produce Company and subsequent fruit wholesalers while the main portion of the building housed the Riviera Theater (now Columbia Theater) facing on Marine Drive.



B. Adjacent Neighborhood

The site is surrounded by commercial development. To the south is the Columbian Theater on Marine Drive; to the west across the right-of-way is JP Plumbing and a hair salon; to the east is Sears' rear loading dock area; to the north across the trolley line property is Pier 11 and the vacant former seafood receiving building.



C. Proposal

The applicant is proposing to install the following signs for a total of approximately 150 square feet:

- 1) Projecting neon sign on northwest corner – 11.3' x 4.33' (49 sqft)
- 2) Wall sign on west elevation, painted on top band – 1' x 43' (43 sqft)
- 3) Wall sign on north elevation, painted on top band – 1' 50' (50 sqft)
- 4) Window sign on west elevation, painted on window – 1.5' x 3' (4.5 sqft)
- 5) Window neon sign on west elevation window – 1' x 1.5' (1.5 sqft)

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on February 1, 2013. A notice of public hearing was published in the Daily Astorian on February 19, 2013. Comments received will be made available at the Astoria Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 8.180.F.2 concerning projecting signs in the S-2A Zone states that "A projecting sign shall not exceed an area of one (1) square foot for one (1) foot of lineal frontage. The maximum area of any projecting sign shall be 15 square feet."

Section 8.070.A.6 concerning Sign Face Area states that *"For sign structures containing multiple sign modules oriented in the same direction, the sign area is determined by calculating the area of an imaginary rectangle drawn around the sign elements."*

Finding: The building is approximately 94' long on the west side and 99' long on the north side. The proposed projecting sign is 49 square feet (11.3' x 4.33'). The sign exceeds the 15 square foot maximum for a projecting sign. A variance is required.

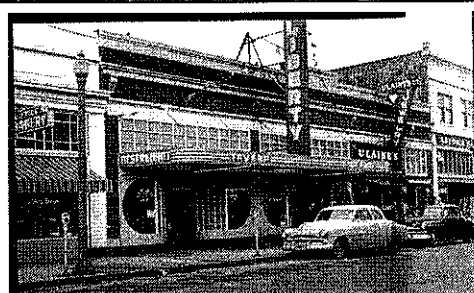
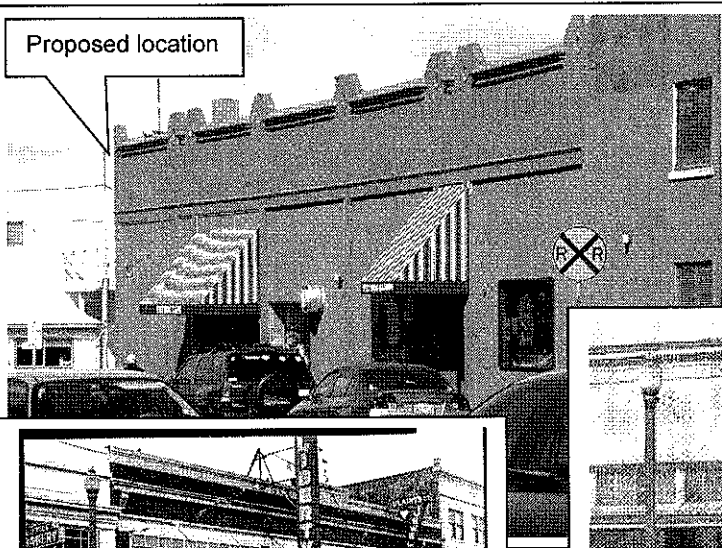
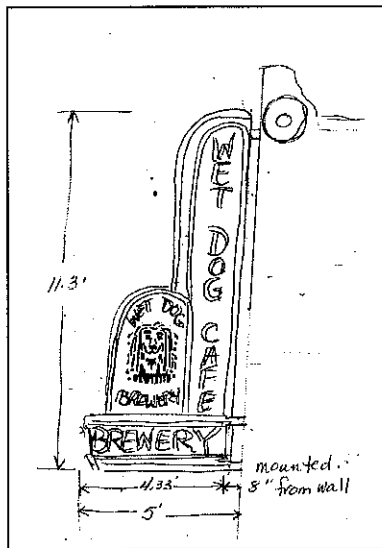
- B. Section 8.180.A concerning Total Square Footage Permitted in the S-2A Zone states that *"The total square footage of all signage associated with a business site, use, activity, or site shall not exceed 64 square feet."*

Finding: The applicant is proposing to install five signs for a total of approximately 150 square feet which exceeds the 64 square foot maximum allowed signage. A variance is required.

- C. Section 8.110.A requires that *"one of the following factors exists:*

- a. *The variance would permit the placement of a sign with an exceptional design or style.*
- b. *The variance would permit the placement of a sign which is more consistent with the architecture, and development of the site.*
- c. *The existence of an unusual site characteristic, such as topography, existing development, or adjacent development, which precludes an allowable sign from being effectively visible from the public roadway adjacent to the site.*
- d. *The requirement to remove a sign under Section 8.110(A) would constitute a severe or extreme economic hardship to the business or activity involved."*

Finding: The proposed projecting sign on the northwest corner would be a neon sign which is a historic design consistent with the design of the historic structure. The Downtown is a National Register Historic District with the primary historic period in the 1920's. Neon projecting signs were very popular from the 1920's to the 1940's and would be a style of sign encouraged in this historic area. The sign would be 49 square feet which exceeds the maximum of 15 square feet allowed in the zone. The sign would be similar to ones on other historic buildings such as those at the Labor Temple Cafe (926 Duane) and Banker's Suite (1215 Duane). The Liberty Theater (1203 Commercial) also has a neon projecting sign. Historic neon signs were generally larger than the current allowable 15 square feet.



Historic neon projecting signs at 1100 Block Commercial Street

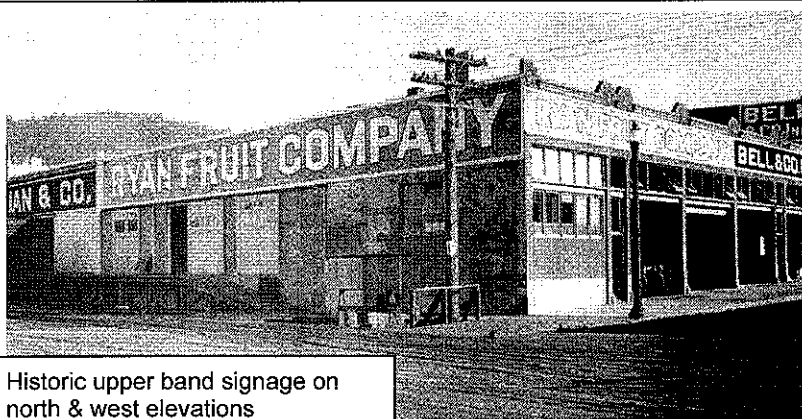


Historic neon projecting sign at 11th & Marine



Example of similar projecting sign at Deschutes Brewery in Portland

The building has two large frontages on the west and north. The applicant proposes to paint an architectural band along the top edge of the facades and paint signage at 1' tall with individual words spread out to a width of 43' on the west and 50' on the north. These signs meet the allowable square footage for their respective elevation but combined square footage of all signs exceeds the maximum 64 square feet allowed in this zone. The original building was a fruit market and had signage on the entire north wall.



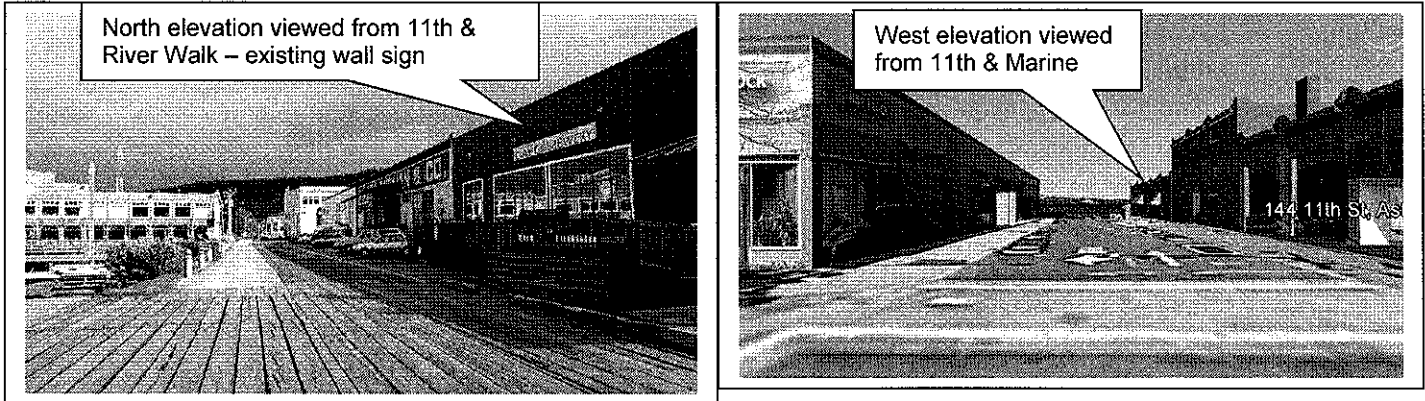
Historic upper band signage on north & west elevations



Proposed upper band signage on west elevation. North elevation would be similar.

The building has large frontage areas. The applicant is proposing 1' tall lettering which is readable at 120' distance and visible at approximately 500' distance

according to the book "A Guideline Code for On-Premise Signs". The site is at the foot of 11th Street with the main traffic at Marine Drive which is approximately 200' from the proposed sign location. Therefore, the west elevation wall sign would be barely visible from Marine Drive. From the trolley line to the north, visibility would be from both the pedestrian River Walk and from the trolley. While building signage is not intended to be visible from large distances, the size of the building and location at the foot of a dead end street justifies the larger lettering.

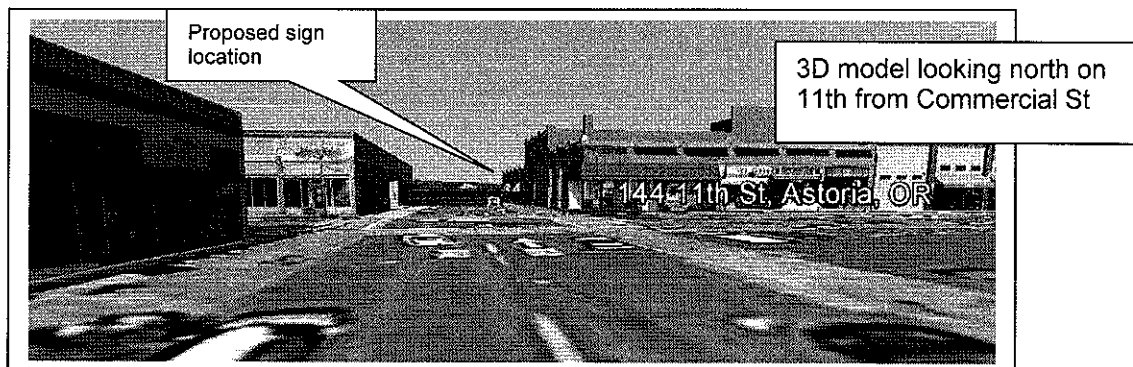


In comparison, the existing "Cafe-Brewery" wall sign on the north elevation is 2' tall x 22' long (44 sqft). The existing sign is proposed to be replaced by a sign that would be 1' tall x 50' long (50 sqft).

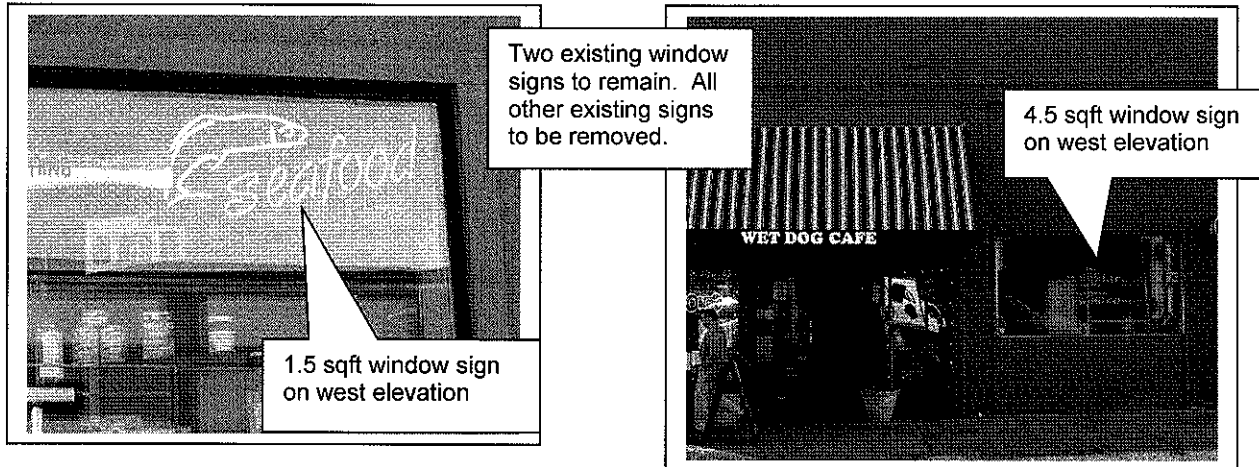
The variance would permit the placement of a sign that is consistent with the architecture of the structure, would allow better visibility with the street configuration, and would be an exceptional design more consistent with the historic character of the building.

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

Finding: There are only a few businesses, in this block of 11th Street, and a vacant parking lot and Bikes and Beyond across the Marine Drive right-of-way. Signage for the theater is on Marine Drive. Pier 11 is across the trolley rail lines to the northwest and not in the same view corridor as the proposed signs. The sign would not block other signage or visibility of businesses.



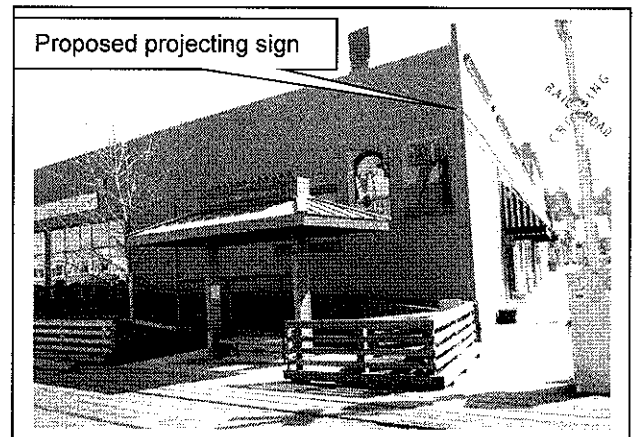
Existing signage for the site is currently approximately 100 square feet through Variance (V92-06). The applicant proposes to remove all but two window signs (4.5 sqft and 1.5 sqft) to allow the new proposed signage. The wall signs would be visible from two different elevations and would not be detrimental adjacent businesses. The projecting sign would be more consistent with the architecture and size of the building and project 5' into the right-of-way from the building facade. It would be installed with a 12' clearance to the sidewalk.



Signage along 11th Street is minimal in this area as only a few businesses encompass large portions of the building facades. The proposed sign would not interfere with the visibility of any other signage or uses in this block. The sign will not be detrimental to abutting properties due to the existing development in the area.

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

Finding: The sign location will not interfere with the existing traffic visibility as it will be approximately 12' above the sidewalk and is not located on a vehicular corner due to the location of the trolley tracks and trolley stop. Granting the variance will not create a traffic or safety hazard.



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

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

V. CONCLUSION AND RECOMMENDATION

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

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

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

CITY OF ASTORIA
1095 Duane Street, Astoria OR 97103
503-338-5183

No. V/3-02

Fee: ~~Administrative Permit \$150.00~~

Planning Commission \$250.00

1/28/13

SIGN VARIANCE APPLICATION

Property Location: Address: 144 - 11th

Lot/Block/Subdivision: Lots 1 & 2, BIK 56.5, McClure

Map/Tax Lot: 8CA 200 Zone: S2A

Applicant Name: Wet Dog Cafe and Brewery

Mailing Address: 144 11th St Astoria

Phone: 503-440-5940 Business Phone: 503-325-6975

Property Owner's Name: Stephen and Karen Allen

Mailing Address: 90850 Kennedy Rd. Warrenton Or 97146

Business Name (if applicable): Wet Dog Cafe & Brewery

Signature of Applicant: [Signature] Date: 1/28/13

Signature of Property Owner: [Signature] Date: 1/28/13

Existing/Proposed Use: Cafe & Brewery - update signs

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

from 15 ft max for projecting sign to do approx 49 ft proj sign and
from 64 ft max signage for site to do approx 150 ft of signage on north
and west elevations

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.

FILING INFORMATION: Planning Commission meets on the fourth Tuesday of each month. 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.

For office use only:

Application Complete:		Permit Info Into D-Base:	
Labels Prepared:	<u>1/29/13</u>	Tentative Meeting Date:	<u>2/26/12</u>
120 Days:			

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

8.110. VARIANCES FROM STANDARDS RELATING TO SIGNS.

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

A. One of the following factors exists:

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

Propose historic design, neon projecting sign similar to other historic signs downtown

2. The variance would permit the placement of a sign which is more consistent with the architecture, and development of the site. The band of signage on N & West elevations would follow the architectural band & be in scale w/ the size of the building.

Sign would be on corner maximizing visibility from 11th & Rivertrail. Sign would not protrude above the parapet.

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

N/A

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

N/A

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

Sign would not block visibility of other signage. At intersection with large open area.

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

Neon will not glare into traffic. Sign will be installed protruding @ 3' from bldg face & will maintain pedestrian clearance

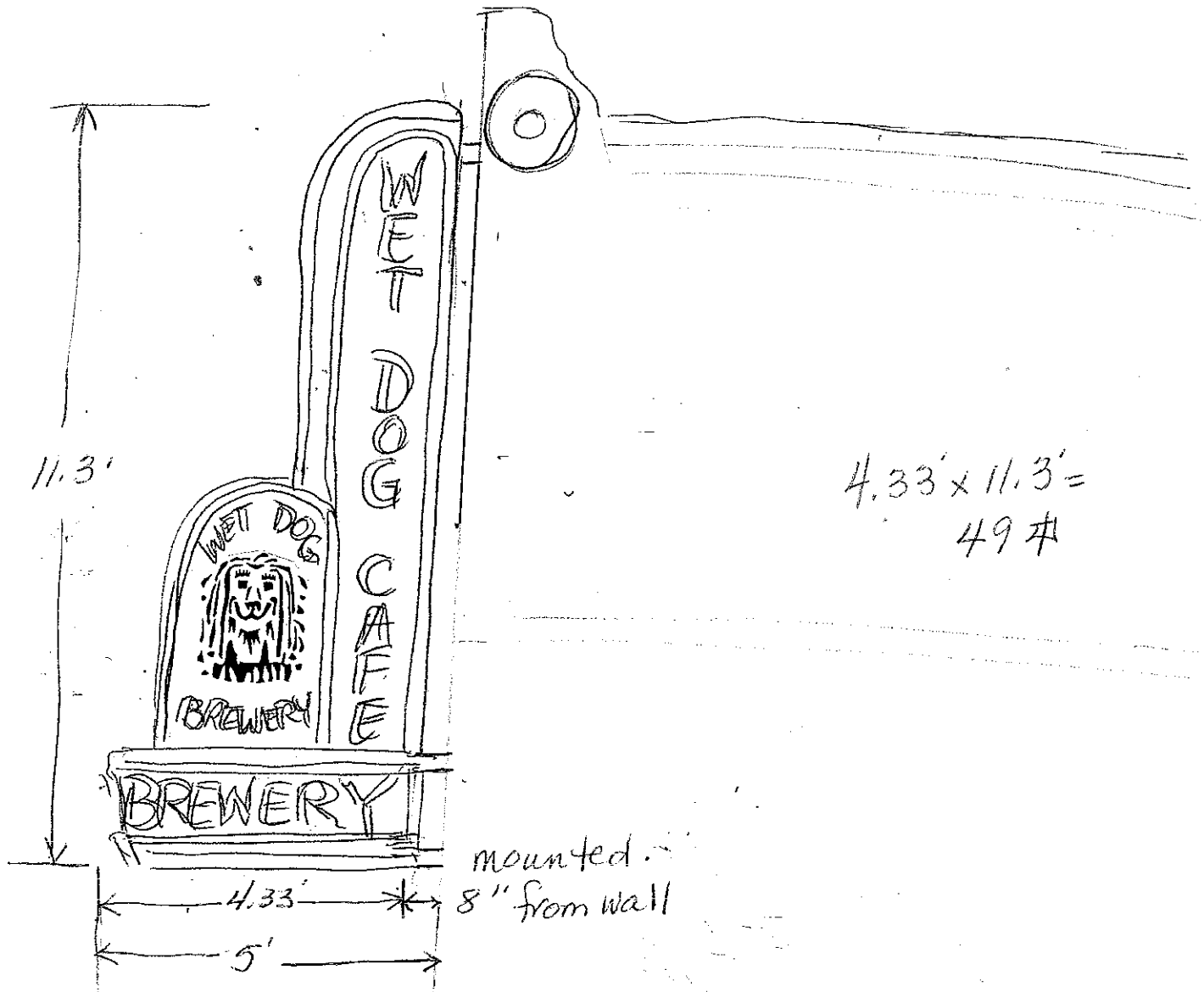
D. Sign variances are exempt from Sections 12.030 through 12.040.

Attention: Kevin

503-230-1861

Khallwylar@securitysigns.com

NW Corner



Neon Projecting Sign

Sign Calculation: $1' \times 43' = 43 \text{ sq ft}$

West Side

Letters

1' wide

BREWERY

1' x 7' (x2)

WET DOG CAFE

1' x 15'

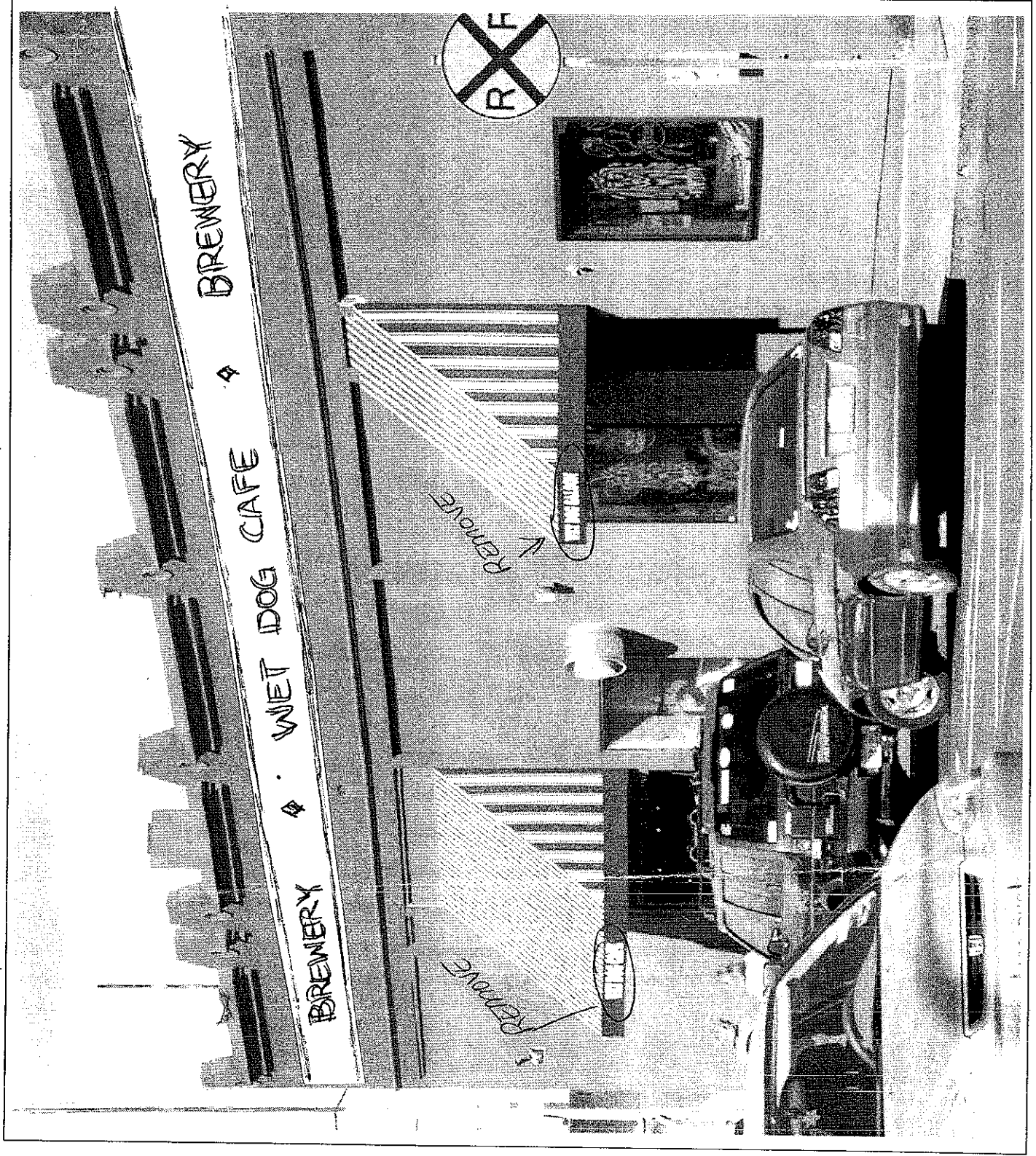
BAND
COLORS

RUST ON
GREEN

LETTERS
WHITE

TOTAL

sq' Letters
= 29 sq ft



WET DOG CAFE ♦ BREWERY ♦ WET DOG CAFE

Sign Calculation: $1' \times 50' = 50 \#$

WET DOG CAFE	$1' \times 15' (\times 2)$	= 30	37 sq ft
BREWERY	$1' \times 7'$	= 7	

North Side of Bldg.

Remove EXISTING SIGNAGE
♦ AWNING SIGNAGE
WOODEN

STAFF REPORT AND FINDINGS OF FACT

March 12, 2013

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER



SUBJECT: REQUEST FOR ONE YEAR EXTENSION ON CONDITIONAL USE REQUEST (CU10-03) BY JAMES NEIKES TO ALLOW VARIOUS USES IN A STRUCTURE AT 1415 OLNEY AVENUE

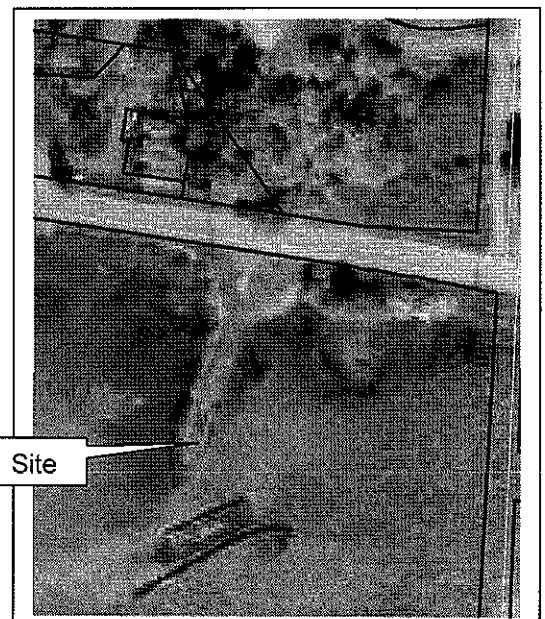
I. BACKGROUND SUMMARY

- A. Applicant: James Neikes
34755 Highway 101 Business
Astoria OR 97103
- B. Owner: James J Neikes (law suit pending on ownership)
34755 Highway 101 Business
Astoria OR 97103
- C. Location: 1415 Olney Avenue; Map T8N-R9W Section 17CD, Tax Lot 500
- D. Proposal: For one year extension for Conditional Use Permit (CU10-03) to May 4, 2014, to allow various potential uses in a structure currently under construction
- E. Zone: S-2 Zone (General Development Shoreland)

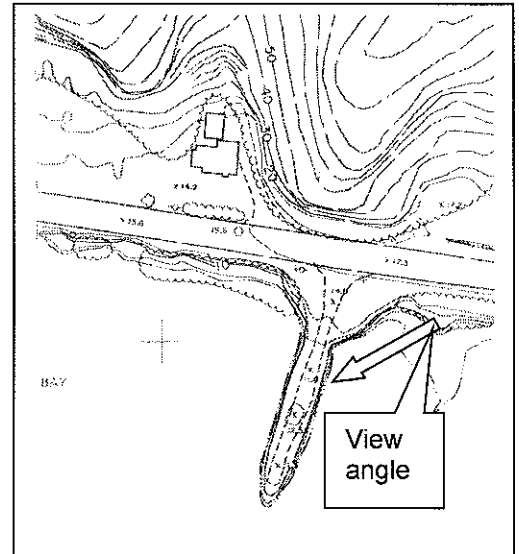
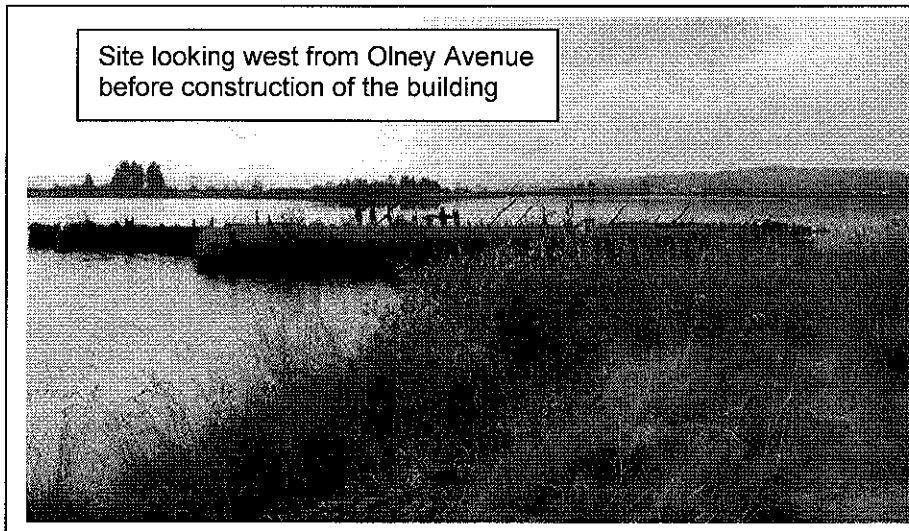
II. BACKGROUND

A. Subject Property

The subject property is located on the south side of Highway 202 (Olney Avenue) on a spit of land in Youngs River that was created when a boat/barge sunk many years ago. The Division of State Lands (DSL) owns most submerged lands within the State including areas that have been filled. However, ownership of this particular site was relinquished by DSL many years ago, and a current property owner would have full ownership without the need for a DSL lease. The filled site is no longer considered to be submerged lands. However, the water area is still submerged lands owned by the DSL.



The subject property is approximately 11.39 acres mostly of submerged land area. The small spit of land created by the sunken boat is approximately 300' long by 40' wide expanding to 140' wide along the right-of-way. The site is an irregular shape. The site is essentially flat, and has significant (potential and existing) visual access to the Columbia River.



B. Original Permit.

At its May 4, 2010 meeting, the Astoria Planning Commission (APC) approved a Conditional Use Permit (CU10-03) by Randy Stemper for James Neikes to allow various potential uses within the existing building that was under construction. The Findings of Fact and conditions as approved on May 4, 2010 and any subsequently approved Amendments to Existing Permits are hereby incorporated as part of this document. Due to the fact that only the permit extension criteria are applicable to this request, the details of the project, plans, and approved permits are not included for APC review.

The building is new construction that has never been completed or occupied since beginning of construction in 2003. At that time, the building was approved as a speculation building for a use allowed within the S-2 Zone. In 2007, the owner at that time obtained a Conditional Use Permit (CU07-03) to change the proposed use to allow a three-family dwelling in the building. That permit remains active since substantial construction for the dwellings was deemed to be complete. In 2010, a new owner changed the proposed use to allow various commercial uses within the building which required additional changes to the building to accommodate those uses under Conditional Use Permit (CU10-03). With the CU10-03, the owner obtained a building permit (10-122CSMP) to complete the construction work on the building for the proposed uses in the conditional use permit. Before that work could be substantially completed, there was a law suit over ownership of the building which brought the work to a halt. Since work was under way, staff considered the permit as still active in May 2012. However, substantial construction of the improvements required for

CU10-03 have not been completed and therefore, an extension to the permit is required.

On April 19, 2010, the City Council amended the Permit Extension portion of the Code concerning time limits on permits. Permits approved prior to adoption of the Code are subject to the amended Code and therefore this permit extension request is being processed under the amended code.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on March 1, 2013 and to parties on the Record pursuant to Section 9.100.B.3.b. A notice of public hearing was published in the Daily Astorian on March 19, 2013. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Development Code Section 9.100.A.1, Time Limit on Permits, Duration of Permits states that *"Except as otherwise provided in this Code, a permit shall expire two years from the date of Final Decision unless substantial construction has taken place or use has begun. However, extensions for permits may be granted as provided in this section. A permit remains valid, if a timely request for extension has been filed, until an extension is granted or denied with the following limitations:*
- a. *Any work completed by the applicant after the date the permit would have expired, but for the extension request, is at the applicant's own risk; and*
 - b. *Any work completed after the date the permit would have expired shall not be considered in determining if substantial construction has been completed until a permit extension has been granted; and*
 - c. *No additional building and/or use permits associated with the permit may be issued until an extension has been granted."*

Finding: The structure and its original proposed use as shoreland uses and/or multi-family dwelling are vested as substantial construction had been completed for those permits. The new owner requested a Conditional Use Permit (CU10-03) to change the use of a building under construction. That permit was approved by the APC on May 4, 2010. The permit was approved for potential future tenants, so use may or may not begin within the two year period. The APC has approved several of these speculation permits in the past few years to allow marketing of buildings with the permits in place. However, since there were alterations required to the building to allow these new uses, the permit could only be vested if substantial construction were complete for those particular list of uses. That work has not been completed due to the pending ownership law suit. Therefore, an extension is required.

- B. Section 9.100.B.1.c, Permit Extensions, states that *"One year extensions may be granted in accordance with the requirements of this Section as follows:*

1. *Permit Extension Time Limit.*

- c. *No more than three permit extensions may be granted. No variances may be granted from this provision. Temporary Use Permit extensions are exempt from this requirement and may exceed the three extensions limitation.*
- d. *This Ordinance shall apply to all permit extensions requested after the date of enactment regardless of the date of the original permit Final Decision. If a permit has been granted extensions prior to adoption of this Ordinance, subsequent extension requests shall be reviewed by the granting authority. Three additional extensions may be granted."*

Finding: The Code allows three new extensions to this permit. The request is for the second one year extension since the new ordinance was adopted.

- C. Development Code Section 9.100.B.2, Permit Extension Criteria states that *"The granting authority may grant a permit extension upon written findings that the request complies with the following:*

- a. *The project proposal has not been modified in such a manner as to conflict with the original findings of fact for approval; and"*

Finding: No major changes have been made to the original approved project. This criteria is met.

- "b. *The proposed project does not conflict with any changes to the Comprehensive Plan or Development Code which were adopted since the last permit expiration date; and"*

Finding: The Comprehensive Plan was reformatted and adopted on July 19, 2010. Additional amendments relative to the Buildable Lands Inventory were adopted on July 5, 2011 but would not impact the proposed project approval. The Development Code sections concerning permit extensions have been amended but would not impact the proposed project approval. The Flood Hazard Overlay Zone Development Code section has been amended but would not impact the proposed project approval as the flood zone designation did not change for this property. No other Development Code sections have been amended that are relevant to this project. This criteria is met.

"c. The applicant has demonstrated that progress has been made on the project since the date of the original decision on the permit with regard to items such as, but not limited to:

- 1) Submittal of permit applications to City, State and Federal agencies;*
- 2) Contracts for geologic or other site specific reports have been signed and are in effect;*
- 3) Project site and/or building engineering, architectural design, or construction has begun.*

Finding: The building has been under construction since 2003 but went into foreclosure before it was completed. The new owner obtained CU10-03 to allow other uses within the building. The owner obtained a building permit (10-122CSMP) with construction plans and work began again in 2010. However, before work could be completed, there was a law suit over ownership of the building which brought the work to a halt. The ownership issue is scheduled to go to court in June 2013. Progress on the project ceased due to legal issues beyond the control of the applicant. Work cannot proceed until the ownership issue is resolved. This would qualify under Section 9.100.B.2.c.1 as a "submittal of permit application. . ." as it is an on-going decision process out of the control of the applicant.

d. In lieu of compliance with Section 2.c above, the applicant may demonstrate that poor economic conditions exist in the market that would advise against proceeding with the project."

Finding: The applicant has not requested an extension based on this criteria.

Finding: The application meets the criteria to allow a one year extension to May 4, 2014.

D. Development Code Section 9.100.B.3 & 4 concerning Permit Extensions states that

"3. Permit Extension Procedures

- a. Applications for permit extensions shall be submitted in accordance with the Administrative Procedures in Article 9. Permit extension requests shall be submitted to the Community Development Department prior to permit expiration.*
- b. Public notice and procedures on applications for permit extension requests shall be in accordance with the Administrative Procedures in Article 9. However, in addition to mailed notice as*

required in Article 9, notice shall be provided also to those on the record for the original permit, associated appeals, and associated extensions.

- c. The Administrative decision, public hearing, and/or Commission/Committee decision concerning a permit extension may occur after the permit would have expired but for a timely filed request for a permit extension.*

4. Appeals.

The decision concerning a permit extension may be appealed. Appeals shall be made in accordance with Administrative Procedures in Article 9. Appeals on permit extensions shall be limited to the issues relevant to the permit extension criteria only and not to issues relevant to the original permit approval."

Finding: The applicant applied for the extension on February 20, 2013 prior to the expiration of the permit. Notices were mailed as noted in Section III above. The original permit was not appealed.

V. CONCLUSION

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

1. The Findings of Fact and conditions as approved on May 4, 2010 and any Amendments to the Existing Permit shall remain applicable to this permit extension.

The applicant should be aware of the following requirement:

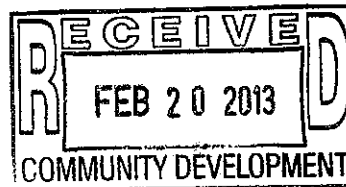
The applicant shall obtain all necessary City and building permits prior to the start of construction.



CITY OF ASTORIA

Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT



pd.

Original Permit No. CU10-03

Fee: \$100.00

PERMIT EXTENSION & RENEWAL APPLICATION

Property Address: 1415 Olney

Lot Block Subdivision

Map 17CD Tax Lot 500 Zone S-2

OK

Applicant Name: James J. Neikes

Mailing Address: 34755 Hwy 101 Business, Astoria

Phone 503-338-8153 Business Phone 503-338-7289 Email: pactimber@qwestoffice.net

Property Owner's Name: James J. Neikes

Mailing Address: 34755 Hwy 101 Business, Astoria

Business Name (if applicable):

Signature of Applicant: [Signature] Date: 2/18/13

Signature of Property Owner: [Signature] Date: 2/18/13

Approved Permit to be Extended: CU10-03

Date of Original Approval: 5-4-10

Proposed One Year Extension Date: 5-4-14
delay due to lawsuit over ownership. Scheduled for court in June 2013.

Reason Extension is Required: *(Also address criteria listed on second page of this application)*
to extend Cond use permit CU10-03 for one year to 5-4-14 to allow various potential uses within the existing structure.

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

For office use only:

Application Complete:	<u>2/20/13</u>	Permit Info Into D-Base:	
Labels Prepared:		Tentative APC Meeting Date:	<u>3/26/13</u>
120 Days:			

City Hall • 1095 Duane Street • Astoria, OR 97103 • Phone 503-338-5183 • Fax 503-338-6538

rjohnson@astoria.or.us • www.astoria.or.us

12-11-12

1415 Olney Avenue

CU07-03 approved 3-27-07

To locate a three-family dwelling in a new building currently under construction

Work was deemed to be "under construction" prior to code amendment that defined "substantial construction".

Permit was deemed to be active for a multi-family dwelling.

CU10-03 approved 5-4-10

To allow various potential uses in a structure currently under construction

Building permit 10-122CSMP was issued.

Permit would have expired on 5-4-12. Since work was under a building permit and active, the permit was deemed to be continuing. Staff extended the permit for one year to 5-4-13 pending completion of the work under the building permit.

Building permit 10-122CSMP expired before work was completed. Therefore, under the new code for extensions, the applicant would need an extension to 5-4-14. Once construction is deemed substantially complete for the uses allowed under CU10-03, the CU permit would not need extensions as the uses are speculative for "potential" tenants.



Rosemary Johnson
Planner

STAFF REPORT AND FINDINGS OF FACT

March 19, 2013

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER



SUBJECT: AMENDMENT (A12-04) TO THE COMPREHENSIVE PLAN AND ASTORIA
DEVELOPMENT CODE CONCERNING THE TRAILS MASTER PLAN

I. BACKGROUND SUMMARY

- A. Applicant: Brett Estes
Community Development Director
City of Astoria
1095 Duane
Astoria OR 97103
- B. Owner: Not Applicable
- C. Request: Amend the Development Code Section 1.240 adopting the Astoria Trails Master Plan; and amend Comprehensive Plan Sections CP.260 to CP.275 concerning Parks, Recreation, and Open Space with updates, amendments and new trail related policies on trail development, trail design standards and amenities, trail regulations and safety an trail management and funding.
- D. Location: City wide.
- E. Zone: All zones.

II. BACKGROUND

Attached to this memo is a copy of the proposed amendment to the Development Code adopting the Astoria Trails Master Plan and proposed amendment to the Comprehensive Plan Sections CP.260 to CP.275 concerning Parks, Recreation, and Open Space with updates, amendments and new trail related policies on trail development, trail design standards and amenities, trail regulations and safety an trail management and funding. Also attached is a copy of the Trails Master Plan and Appendix. The proposed amendments will affect numerous properties within the City limits.

The previous Trails Master Plan was adopted by the City Council in April 2006. The Master Plan was intended to be a 20 year plan. However, in December 2007, the City

was hit by a storm that did extensive damage to the urban forest which resulted in damage to most of the City's trails. As a result, the 2006 Master Plan was outdated sooner than expected and needed to be revised.

Astoria is a city built on a hillside surrounded on three sides by water and one side with an urban forest. The urban forest has been used for many years by hikers and bikers on both established trails and trails that are created by continued use. The trails master planning process was managed by the Community Development Department and the Plan was created with assistance from the Lewis and Clark National Historical Park's Community Assistance Program. The process included an inventory of existing trails and conditions, multiple public open house meetings, questionnaires / surveys, and development of a master plan for trail development, maintenance, and use within the City. Community Development Department staff worked closely with the Parks and Recreation Department in developing the draft Plan. The draft Plan was presented and recommended for approval by the Parks Board on February 25, 2013.

III. PUBLIC REVIEW AND COMMENT

A. Planning Commission

In accordance with Section 9.020, a notice of public hearing was published in the Daily Astorian on March 19, 2013. The proposed amendments are legislative as they apply City-wide. They do not limit the use of private property and therefore are not subject to requirements for individual mailed notices to all property owners within the City limits, pursuant to Section 9.020. A public notice was mailed to Neighborhood Associations and other interested groups on March 1, 2013. Any comments received will be made available at the Planning Commission meeting.

B. City Council

In accordance with Section 9.020, a notice of public hearing was published in the Daily Astorian on April 8, 2013. While a second public notice is not required to be mailed for the City Council hearing, the date and time of the City Council hearing was included in the public notice for the Planning Commission meeting mailed pursuant to Section 9.020 on March 1, 2013. Any comments received will be made available at the City Council meeting.

IV. FINDINGS OF FACT

- A. Development Code Section 10.020(A) states that an amendment to the text of the Development Code or the Comprehensive Plan may be initiated by the City Council, Planning Commission, the Community Development Director, or the owner or owners of the property for which the change is proposed.

Finding: The proposed amendment to the Development Code is being initiated by the Community Development Director.

B. Section 10.050(A) states that *"The following amendment actions are considered legislative under this Code:*

1. *An amendment to the text of the Development Code or Comprehensive Plan.*
2. *A zone change action that the Community Development Director has designated as legislative after finding the matter at issue involves such a substantial area and number of property owners or such broad public policy changes that processing the request as a quasi-judicial action would be inappropriate."*

Finding: The proposed amendment is to amend the section of the Astoria Development Code adopting the Astoria Trails Master Plan. There are no regulatory changes proposed for the Development Code. The proposed amendment will also amend the Comprehensive Plan Sections CP.260 to CP.275 concerning Parks, Recreation, and Open Space and with updates, the addition of existing conditions and new trail related policies. The policy changes relate to development and use of trails within the City limits. Processing as a quasi-judicial action would be inappropriate.

C. Section 10.070(A)(1) requires that *"The amendment is consistent with the Comprehensive Plan."*

1. CP.010(1) General Development Policies, Natural Features states that *"The physical capabilities and limitation of the land will be the basis for the type of development that is permitted."*

CP.010(2) General Development Policies, Natural Features states that *"The City will cooperate to foster a high quality of development through the use of flexible development standards, cluster or open space subdivisions, the sale or use of public lands, and other techniques. Site design which conforms with the natural topography and protects natural vegetation will be encouraged. Protection of scenic views and vistas will be encouraged."*

Finding: The proposed amendments will support the intention of the Comprehensive Plan (CP) to foster development that conforms to the natural features, causes minimal disturbance, protects scenic views on and along trails, and reduces impacts on other properties. A Comprehensive Plan policy section is proposed to be amended classifying the use of the City trail system and limiting trails to non-

motorized use which will help reduce the negative impact and protect the natural features.

2. CP.270(9) Parks, Recreation, and Open Space Goals states that *"The City of Astoria will work to encourage a system of trails throughout the City."*

Finding: The intent of the proposed amendment is to establish a Trails Master Plan with associated policies for the development and use of trails within the City limits.

3. CP.275(9) Parks, Recreation, and Open Space Policies states that *"Ways should be explored for the development of hiking and bike trails along appropriate City streets, railway rights-of-way, utility corridors, and park access routes. To the extent possible, such trails will utilize existing City maintained trails and provide linkages to major park lands and other public facilities. Planning for trails must consider such limitations as topography, climate, maintenance and development costs, adjacent landowner concerns, legal access to the trails, and should emphasize intensive use areas."*

Finding: The proposed amendment adopts the Trails Master Plan that furthers this Comprehensive Plan Section. It is proposed to add language to the Comprehensive Plan that will identify trail use classifications, and refer to the Master Plan for recommendations on trail improvements, and new trail development. The trail inventory considered issues such as ownership and the feasibility of legal access to the trails. The process involved an Advisory Group that included representatives from the major property owners such as Clatsop County, Oregon Department of Forestry, and Clatsop Community College.

4. CP.435 Forest Resource Goal states that *"It will be the goal of the City to protect forest lands for forest uses consistent with the growth needs of the community. It is recognized that as growth occurs, a certain amount of forest lands will be necessary for conversion to urban uses. It is not the intention of the Plan to permanently reserve forested areas for commercial timber production; rather, it is to permit the well-planned conversion of the City's forests to home sites, road and utility rights-of-way, parks and open space, and limited commercial uses in a manner that is economically and environmentally sound."*

Finding: The proposed amendments will identify policies for development and use of the City trail system in the urban forest. This will allow compatible use as parks and open space while not limiting other uses in the future.

5. CP.455 Natural Resource Considerations, Overall Goal states that *"The City of Astoria will, through its plan and ordinances, protect the natural values that make the City a desirable place to live and work."*

Finding: By identifying trails for use and limiting some trails to pedestrian only while allowing some non-motorized use of certain other trails, the proposed amendments will protect the natural surroundings and provide for recreational use by those who live in Astoria or visit the area. With the proposed policies, the City will be able to protect the natural features of the City that are needed to keep Astoria a desirable place to live and work.

6. CP.460(1) Natural Resource Considerations, Policies states that *"The Plan land and water use designations will protect those areas that have high natural value, and direct intensive development into those areas that can best support it."*

Finding: The proposed Comprehensive Plan policy limiting use of trails to pedestrians and non-motorized vehicles will protect the high natural value of the area. The Comprehensive Plan policy to identify a future "multiple use study area" in the east end of Astoria is deleted as this area no longer exists in the Master Plan to assure consistency of trail quality and amenities throughout the trail system with compatible trail use.

Finding: The proposed amendment is consistent with the Comprehensive Plan.

- C. Section 10.070(A)(2) requires that *"The amendment will not adversely affect the ability of the City to satisfy land and water use needs."*

Finding: The proposed amendment will satisfy land use needs in that it will establish policies for the development and use of a trail system within the City limits thereby reserving certain areas of the urban forest for pedestrian and non-motorized vehicle use. The Master Plan identifies areas for parking and trail heads. The proposed amendment will not adversely affect the ability of the City to satisfy land and water use needs.

V. CONCLUSION AND RECOMMENDATION

The request is consistent with the Comprehensive Plan and Development Code. Staff recommends that the Planning Commission forward the proposed amendment to the City Council for adoption.

ORDINANCE NO. 13-_____

AN ORDINANCE AMENDING THE ASTORIA COMPREHENSIVE PLAN SECTION PERTAINING TO PARKS, RECREATION AND OPEN SPACE ELEMENT AND DEVELOPMENT CODE SECTION 1.240

THE CITY OF ASTORIA DOES ORDAIN AS FOLLOWS:

Section 1. Astoria Development Code Section 1.240, Relevant Documents, Astoria Trails Master Plan, is deleted in its entirety and replaced to read as follows:

"1.240. Astoria Trails Master Plan.

There is hereby adopted by this reference, the Astoria Trails Master Plan, adopted by the City Council on May 6, 2013, the original document of which is on file in the office of the Community Development Director of the City of Astoria."

Section 2. Astoria Comprehensive Plan Section CP.260, Background Summary is deleted in its entirety and replaced to read as follows:

"CP.260. Background Summary.

The City of Astoria, with its long history, has developed a system of parks, open space and recreation facilities; its setting at the mouth of the Columbia River offers many recreation opportunities. The City is surrounded by State parks, wildlife, refuges, forest lands, beaches and water areas.

Astoria contains about 90 acres of park facilities, or about 9 acres per 1,000 population. Among these are several proposed parks, including the landfill site, and the site west of the sewer lagoons. The City plans to relocate the ballfields at to the former present landfill site, when it becomes available. Many small neighborhood parks are scattered around the community, with various levels of development or potential. The cities of Astoria and Seaside sponsor the only full public recreation programs in Clatsop County, and include softball, baseball, swimming, basketball, and volleyball. Clatsop Community College offers indoor recreation courses such as dance, tennis, and various exercise classes. The City's recreation program has expanded to its limit at the present time, placing a strain on facilities and personnel.

The inventory contains summaries and plot plans of each City park, with recommendations of possible improvements. The largest One project currently under study by the Parks Department and the Public Works Department is the closure of the former landfill site, which is scheduled to be phased out when a County-wide landfill system is developed. The old landfill would then be converted to an active recreation facility, which would include ballfields and a stadium. Ideas for waterfront park or open space proposals are contained in the Astoria "Waterfront People Place System" prepared for the City in October, 1977. In addition, the "Astoria Waterfront Master Plan", commonly known as the "Murase Plan", was adopted in 1990. The "Astoria

Riverfront Vision Plan” was adopted in 2009. Concepts for various improvements include a small fishing pier in the downtown area, places to sit at platted street ends, bike trails, and paths. Implementation of ~~thesesuch a Pplans~~ would require considerable discussion and additional planning at the time the ideas were pursued. Construction of a ~~RiverTrail~~River Trail along the former railroad right-of-way began in 1988 with the construction of the 6th Street ~~RiverPark~~River Park and with the construction of the first two blocks of ~~RiverTrail~~River Trail / River Walk between 15th and 17th Streets in 1991. By ~~2006~~2012, the ~~RiverTrail~~River Trail has been constructed from Smith Point to ~~53rd~~44th Street. Sources of funding for park improvements are available through the U.S. Bureau of Outdoor Recreation, U.S. Department of Housing and Urban Development, the State Highway Division (bike trails), and the State Marine Board (motor-boat related facilities).

Bike and hiking ~~tail~~trails are discussed in terms of linking various community facilities as part of a coordinated system. A Trails Master Plan was adopted in April 2006 which included mapping and an inventory of existing trails and potential new trails. The Plan made recommendations on multiple uses of the trail system and made suggestions for future studies concerning mapping and location of trail connections for the City’s trails system. A large hurricane force storm in December 2007 damaged many of the existing trails and changed some of the problems, issues, and opportunities identified in the 2006 Plan. An updated Trails Master Plan was adopted in April 2013 and included mapping of existing and potential new trails as requested by the public. The Plan made recommendations on trail maintenance and improvements, new trail development, trail design standards and amenities, trail regulations and safety, and trail management and funding.

Section 3. Astoria Comprehensive Plan Section CP.265.10, Parks, Recreation, and Open Space, Conclusions and Problems, is deleted in its entirety and replaced to read as follows:

“10. ~~Mixed-u~~Use of the trail system by pedestrians, motorized and non-motorized vehicles creates potential conflicts and problems that may be able to can be addressed by restriction of~~restricting~~ vehicular uses on certain trails within the City limits.”

Section 4. Astoria Comprehensive Plan Section CP.275.8, Parks, Recreation, and Open Space, Policies, is deleted in its entirety and replaced to read as follows:

“8. The Parks and Community Services Department, in cooperation with the City’s Engineering Department and other agencies, should recommend, and periodically update, a long range park and trail maintenance and improvement program.”

Section 5. Astoria Comprehensive Plan Section CP.275.9, Parks, Recreation, and Open Space, Policies, is deleted in its entirety and replaced to read as follows:

- "9. Ways should be explored for the development of hiking and bike trails along appropriate City streets, railway rights-of-way, utility corridors, and park access routes as per recommendations in the Transportation System Plan and the Recreational Trail Master Plan. To the extent possible, such trails will utilize existing City maintained trails and provide linkages to major park lands and other public facilities. Planning for trails must consider such limitations as topography, climate, maintenance and development costs, adjacent landowner concerns, legal access to the trails, and should emphasize intensive use areas."

Section 6. Astoria Comprehensive Plan Section CP.275.19, Parks, Recreation, and Open Space, Policies, is deleted in its entirety and replaced to read as follows:

- "19. The Astoria Column Park should be used as the main trail head for the City trail system. However, additional designated parking areas considered should be located near the Cathedral Tree on Irving Avenue, at the ends of James Street, Franklin Avenue, and Spruance Avenue, at Clatsop Community College, at the west end of the River Walk at Smith Point/Port area, and at the proposed new sports complex located at the former Transfer Station (1800 Williamsport Road)."

Section 7. Astoria Comprehensive Plan Section CP.275.20, Parks, Recreation, and Open Space, Policies, is deleted in its entirety and replaced to read as follows:

- "20. ~~The Astoria Urban Forest Trail System should be limited to non-motorized use to accommodate pedestrian use and mountain bike use. The Cathedral Tree Trail should remain a hiking trail for foot traffic only. Pipeline Road and a route from Emerald Heights to Pipeline Road should not be limited to only pedestrian and non-motorized use to allow a connection to other potential trail systems.~~

The City trail system use should be limited as follows:

A. Pedestrian Trails: Pedestrian trails in the City permit foot traffic only. Pedestrian trails include the Clatsop Community College Connector, City Water Reservoir Path, Middle School Path, and the Coast Guard Trail.

B. Multiple-Use Trails:

1. Soft Surface Trails: Bike and pedestrian use are the only allowed uses on soft-surface trails designated as multiple-use. Multiple-Use Soft Surface Trails include Richard Fencsak Cathedral Tree Trail, and any new trails that are developed within the Urban Forest.
2. Hard Surface Trails: Multiple-use trails with hardened surfaces, such as the River Walk, also allow other non-motorized activities such as skateboarding and rollerblading. Multiple-Use Hard Surface Trails include the River Walk, Shively Park, Pipeline Road, and any new hard surfaced trails that are developed within the Urban Forest.

C. Trail use classifications shall not exclude use by "wheelchairs" as defined in the American With Disabilities Act."

Section 8. Astoria Comprehensive Plan Section CP.275.21, Parks, Recreation, and Open Space, Policies, is deleted in its entirety and replaced to read as follows:

"21. ~~The City should study and evaluate the east area of the urban forest identified as the "Multiple Use Study Area" in the Trails Master Plan before it is developed.~~

"Trail improvement projects and new trail developments should follow recommendations in the Trails Master Plan for trail design standards and amenities."

Section 9. Astoria Comprehensive Plan is amended by the addition of Section CP.275.24, Parks, Recreation, and Open Space, Policies, to read as follows:

"24. Prohibited uses on all City trails includes the use of firearms, target practice, equestrian use, and use of motorized bikes or other motorized vehicles."

Section 10. Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE COMMON COUNCIL THIS ____ DAY OF _____, 2013.

APPROVED BY THE MAYOR THIS ____ DAY OF _____, 2013.

Mayor

ATTEST:

Paul Benoit, City Manager

ROLL CALL ON ADOPTION: YEA NAY ABSENT

Commissioner LaMear
 Hertig
 Mellin
 Warr

Mayor Van Dusen



CITY OF ASTORIA
1095 Duane Street
Astoria OR 97103
503-338-5183

A 12-04

Fee: ~~\$400.00~~

AMENDMENT

Property Address: City Wide

Lot _____ Block _____ Subdivision _____

Map _____ Tax Lot _____ Zone _____

Code or Map to be Amended: Dev Code 1.240; Comp Plan - Parks & Open Space Element

Applicant Name: Brett Estes, Com Dev Dir

Mailing Address: 1095 Duane

Phone: 338-5183 Business Phone: _____

Property Owner's Name: N/A

Mailing Address: _____

Business Name (if applicable): _____

Signature of Applicant: _____

Signature of Property Owner: _____

Proposed Amendment to adopt Trails Master Plan & ^{amend} update Comp Plan to implement recommendations from new Trails Plan

For office use only:

Application Complete:		Permit Info Into D-Base:	<u>10/26/12</u>
Labels Prepared:	<u>10/26/12</u>	Tentative APC Meeting Date:	<u>12/18/12</u>
120 Days:			

FILING INFORMATION: Astoria Planning Commission meets at 7:00 pm on the fourth Tuesday of each month. 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 the acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Planning Commission is recommended.

Briefly address each of the Amendment Criteria and state why this request should be approved. (Use additional sheets if necessary.)

A. Text Amendment (Please provide draft language of proposed text amendment)

Before an amendment to the text of the Code is approved, findings will be made that the following criteria are satisfied.

1. The amendment is consistent with the Comprehensive Plan.

CP Parks & Open Space Element supports a Trails Master Plan & implementing sections.

2. The amendment will not adversely affect the ability of the City to satisfy land and water use needs.

Trails Plan & assoc CP amendments address the need for trails, mntce of the trails, & protection of public & private property.

B. Map Amendment (Please provide a map showing the proposed area to be amended).

Before an amendment to a zone boundary is approved, findings will be made that the following criteria are satisfied:

1. The amendment is consistent with the Comprehensive Plan:

2. The amendment will:

- a. Satisfy land and water use needs; or

- b. Meet transportation demands; or



Trails Master Plan

City of Astoria, Oregon



2013-2033

Astoria Recreational Trail Master Plan 2013

ACKNOWLEDGEMENTS

The Astoria Recreational Trail Master Plan was a collaborative process involving the assistance of many agencies, groups and citizens within the community. The City of Astoria would like to thank all who contributed to this planning process.

We would especially like to thank those from the public who participated in events, surveys, and interviews. In addition we would like to thank those listed below who participated on the Trails Advisory Group and Lewis and Clark National Historical Park for their support in the Plan's development.

The following City staff was responsible for overseeing the planning process:

- Brett Estes, Community Development Director
- Rosemary Johnson, City Planner
- Sherri Williams, Administrative Assistant

Guidance on the Plan and the planning process was provided from the Trails Advisory Group, including:

- Ron Ash, Clatsop County
- Steve Meshke, Clatsop County
- Ron Zilli, Oregon Department of Forestry
- Jim Scheller, Clatsop Community College
- Andy Rasmussen, Lewis and Clark National Historical Park
- Brad Johnston, Astoria Police Department
- Ken Cook, Astoria Public Works Director
- Jeff Harrington, Astoria City Engineer
- Nathan Crater, Astoria City Engineer

Additional input was provided by:

- JP Moss, Interim Director of Astoria Parks and Recreation
- Phil Elkins, Parks and Recreation
- The Astoria Parks Board
- The Astoria Parks, Recreation and Community Foundation
- Astoria Maritime Memorial Association

The following staff from Lewis and Clark National Historical Park was involved with the planning process and the Plan's development:

- Kristina Koenig, Recreation Planner
- Betsey Cook, Recreation Planner
- Andrew Rasmussen, Chief of Facility Management
- David Szymanski, Superintendent

**Astoria Recreational Trail Master Plan
2013**

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Astoria Recreational Trail Master Plan 2013

BACKGROUND AND PROCESS

Research and analysis for the 2013 Recreational Trails Plan occurred over the summer and fall of 2012 in order to update the actions included in the 2006 Trails Master Plan.

Purpose of the Plan

This Plan provides guidance on needed trail improvements and provides recommendations for new trails within Astoria's City Limits. It is intended to provide an overall vision for trails within the City; additional planning and research will be needed as resources become available to take action on recommendations within this document.

While the Plan's creation was managed by the Community Development Department, outcomes and actions will fall under the responsibility of the City's Parks and Recreation Department. For this reason, both departments have been involved with the planning process, along with many other agencies, partners, and members of the public. All planning efforts were geared to accomplishing the following objectives:

- To Identify & prioritize maintenance needs on existing trails
- To define a plan for maintenance of the trail system
- To Identify desired amenities for trails (signage, benches, etc.)
- To define some "loose" design standards for each trail type
- To Identify & prioritize new trails and trail connections
- To determine appropriate trail uses
- To Identify new codes or code amendments needed based on project outcomes
- To determine who is responsible for actions proposed in this Plan.
- To create a public trails map

Astoria Recreational Trail Master Plan 2013

Relevant Planning Documents

Local Plans

In 2006 Astoria completed and adopted the first Trails Master Plan for the City. The City Council requested the Plan's development and it was created with the assistance of a committee appointed by the Council, Parks Department staff, the National Park Service Rivers, Trails and Conservation Assistance Program, the Columbia River Estuary Study Taskforce, Oregon Department of Forestry, and Clatsop Community Colleges' Upward Bound Students.

The 2006 Trails Master Plan documented 21.6 miles of trails within the City. This inventory included unofficial trails that were made by trail users and not officially recognized by the City; the majority of these unofficial trails exist primarily within the Urban Forest Area of the City¹. Since the 2006 Trails Master Plans' creation, several occurrences have impacted the trail system in Astoria. The 2007 storm, or hurricane, was the first of these occurrences. Nearly all of the trails documented in the Urban Forest area in the 2006 Plan were decimated or severely impacted during and after this storm. While portions of the trails remain, they exist in fragments and lack connectivity. This has resulted in a network of "social trails" being developed throughout the forest. These trails are created and occasionally maintained by local residents.

In addition, the Riverfront Vision Plan was adopted by the City Council in 2008. This Plan included a vision to enhance the River Walk / River Trail, which includes the following principles:

- Maintain, repair, extend, and enhance the River Walk / River Trail
- Provide better pedestrian connections between the downtown and the riverfront
- Create amenities such as shelters, lighting and public restrooms in targeted locations
- Ensure adequate parking opportunities along and adjacent to the riverfront
- Address safety issues associated with mix of autos, pedestrians, trolley and other activities
- Ensure long-term maintenance of public improvements

The Riverfront Vision Plan resulted in extensions of the River Walk /River Trail along the Alderbrook Lagoon as well as another extension to LaPlante Park in the Alderbrook neighborhood. These extensions were constructed in 2012.

¹ The Urban Forest includes all land inside the City limits that falls outside the Urban Growth Boundary.

State Plans

The Oregon State Parks and Oregon State University recently conducted a Statewide survey² on recreational preferences. In this survey, respondents from Region One³, which includes Astoria, listed walking, jogging, and biking on sidewalks or trails as the top three most common recreational activities. They also listed the following as the top priorities for future recreation investments:

1. Dirt/other soft surface walking trails and paths
2. Public access to waterways
3. Nature and wildlife viewing

This is consistent with information that was collected in surveys conducted for the 2008-2012 Oregon Department of Recreation's Statewide Comprehensive Outdoor Recreation Plan (SCORP). The Statewide survey that informed this Plan document found that walking was the top activity across all age categories. Among older adults in particular, there was preference for trail related recreation and a projected growth for these types of activities.⁴

The State also has an Oregon Trail Plan⁵ that identifies specific trail planning issues by regions. The following "needs" were identified in for the Northwest region, which includes Clatsop County:

- Connectivity: need for trail connectivity within the region providing access from urban to rural trails, connections between public facilities, parks and open space and connections from State and regional trails to community trails.
- More Opportunities Closer to Home: need for additional non-motorized trails (for all user types)—especially in close proximity to where people live.
- More Funding: need for additional funding for non-motorized trail acquisition and development. Potential strategies include allocating a certain portion of the State's lottery fund; acquisitions of fee title, easements and land exchanges; and ways to allow users to pay for trail facilities and services.

² Rosenberger, Randall and Lindberg, Kreg. *Oregon Resident Outdoor Recreation Demand Analysis SCORP Planning Region 1 Summary*, Nov. 2012.

³ Region One extends along the north coast of Oregon from Clatsop County to Lane County.

⁴ The survey indicated that walking was the most preferred activity, followed by jogging, bicycling, sightseeing and bird watching. Top activities listed for future participation (next 10 years) include walking, bicycling, jogging, bird watching, and day hiking.

⁵ *Oregon Trails 2005-2014: A Statewide Action Plan*

Astoria Recreational Trail Master Plan 2013

Planning Process

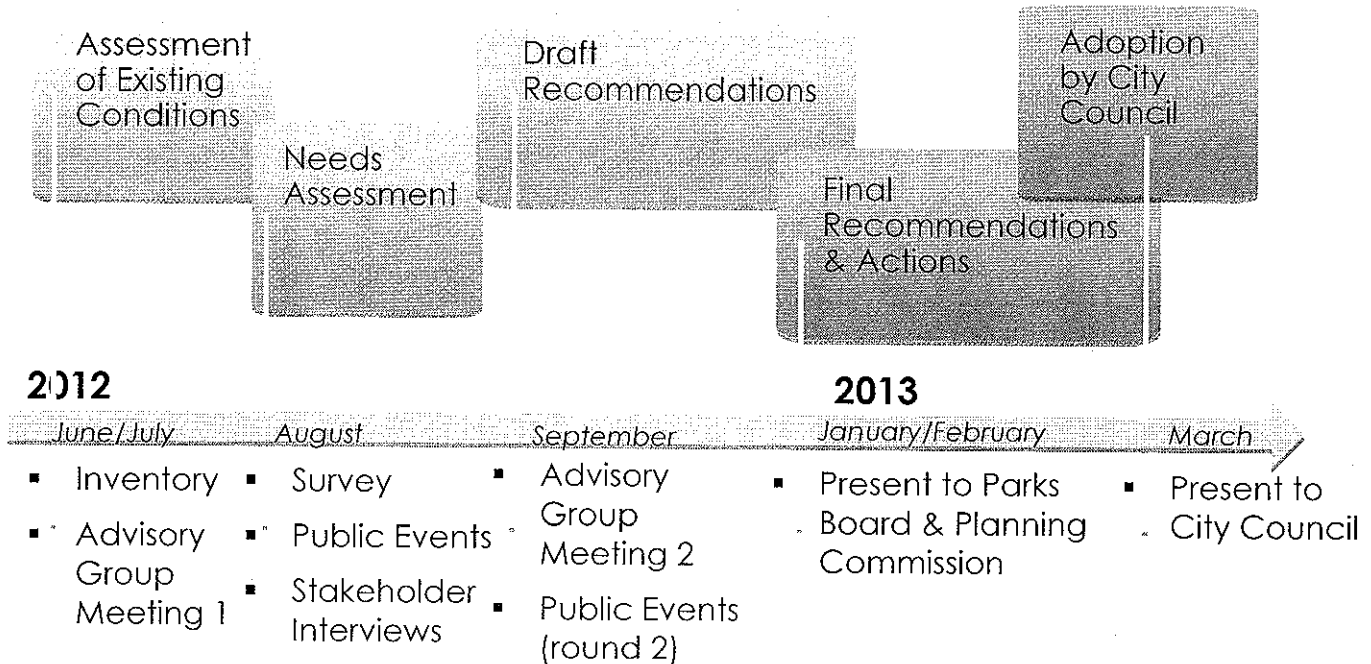


Figure 1.1 Planning Process Diagram

The trails master planning process was managed by the City of Astoria's Community Development Department and the Plan was created with assistance from the Lewis and Clark National Historical Park's Community Assistance Program.

The process is outlined in Figure 1.1. It included an assessment of existing conditions, determining trail needs in the City through public engagement strategies, drafting, and finalizing recommended actions. The Plan was reviewed and recommended for adoption by the Parks Board on February 25, 2013 and the Planning Commission on March 26, 2013. The City Council adopted the Plan and approved Code Amendments based on the Plan's recommendations on ____.

Astoria Recreational Trail Master Plan 2013

EXISTING CONDITIONS

The physical characteristics of Astoria make it a unique and highly desirable place for outdoor recreation. This chapter will discuss these characteristics as well as some of the existing trails in the region that provide a foundation for the Master Plan to build from.



Physical Features

Astoria has many physical features that make it a highly desirable outdoor recreation destination for both locals and tourists. Water defines the majority of Astoria's boundaries with the Columbia River flowing along the northern edge of the City and Youngs Bay and Youngs River along the west and south borders of the City. The diverse scenic opportunities available between the vast waters of the Columbia and the small, more sheltered waters of the bay are a highly valued destination for those that participate in outdoor recreation.⁶

⁶ This is based on public outreach results collected through the process of creating this Plan. Further details and information about these results are discussed in following chapters.

Astoria Recreational Trail Master Plan 2013

The City land area is approximately 6 square miles in size. The eastern/southeastern edge of the City is bordered by State forestland. This land is managed by Oregon Department of Forestry and public access along existing logging roads for recreational uses is permitted.

Astoria's geographical core consists of large hills that provide ample opportunities for scenic overlooks in all directions. These hills create a diverse range habitat types and experiences for recreationalists. Some hikers are drawn to the topographical challenges of the hillsides; while others are drawn to the water's edge where ease of access is improved.

Demographics⁷

Population

In 2010 there were nearly 9,500 people living within the City limits of Astoria with a density of just over 1,500 per square mile. The population has decreased slightly since 2000 (9,813). The age group that decreased the most between 2000 and 2010 can be seen in the 18 and under age group (by -18.4%). Overall there was a slight increase (1.3%) in the number of 18 and over people living in the City.

Families

Over half of the population in Astoria lives in family households (53%). While this is a significant portion of the population, it is less than the Statewide average of 63.4%. There is a greater number of individuals living alone than elsewhere in the State (38% compared to 27.4%).

Age

The residents in Astoria are slightly older on average than other places in Oregon. Compared to the State average, Astoria has a slightly lower population of youth, ages 5-19, (1% below the average) and slightly higher population of older adults, ages 55 and over (3.8% above the average).

Race & Ethnicity

While the significant majority of residents are white, non-Hispanic or Latino (84.2%), demographic trends indicated that Astoria may be becoming more racially and ethnically diverse. There was an 8.1% decrease in white, non-Hispanic or Latino residents between 2000 and 2010. The Hispanic or Latino ethnic population (of all races) has grown dramatically in the City (58.8% increase since 2000).

⁷ All demographic data, with the exception of tourism data, came from the 2010 Census.

Tourism

Longwood International has conducted tourism research for Travel Oregon throughout the State of Oregon. In 2010 they conducted an Oregon Coast Overnight Travel Study⁸, which focuses on tourism throughout Oregon and looks at the Coast in general. A few key results that are relevant to Astoria are as follows:

- Overall, people come to the coast to rest, relax and recreate more than other locations in Oregon.
- The majority of the tourists come from the Portland area, followed by Eugene, Medford-Klamath Falls, and Seattle-Tacoma areas. Astoria is the closest stop with easy coastal access for Portland residents.
- Most people go to the coast to enjoy the outdoors, "tour" sites, and visit resorts. The average trip lasts 1-4 nights. An urban trails system provides a means for enjoying the outdoors and could provide access to "urban" sites within a reasonable timeframe for short term visits.
- The most popular activity participated in during vacations was visiting the beach/waterfront; the second was shopping. Astoria has easy access to both of these, with the potential for a trail system to connect the two.
- The average age of the visitor to the coast is 49.2 years of age. However, there is a slightly higher rate of families with children coming to the coast for their vacation as opposed to elsewhere in Oregon. This means recreational opportunities that appeal to the whole family are important.

In summary, Astoria's recreational infrastructure should cater to families as well as individuals and older populations. The City should consider the growing diversity in the community and potential for growing tourism when making decisions on the types and locations of recreational amenities.

Existing Trails

Astoria has several trails that are well established and used by the community. These existing trails were inventoried in the early stages of the planning process to document trailhead locations as well as length and condition. Less established, or social, trails through the urban forest were not included in this inventory. Astoria also has a collection of short, urban connectors. These paths, that generally connect pedestrians from one road to another within a right-of-way, are maintained by the

⁸ <http://industry.traveloregon.com/Research/General-Research.aspx>

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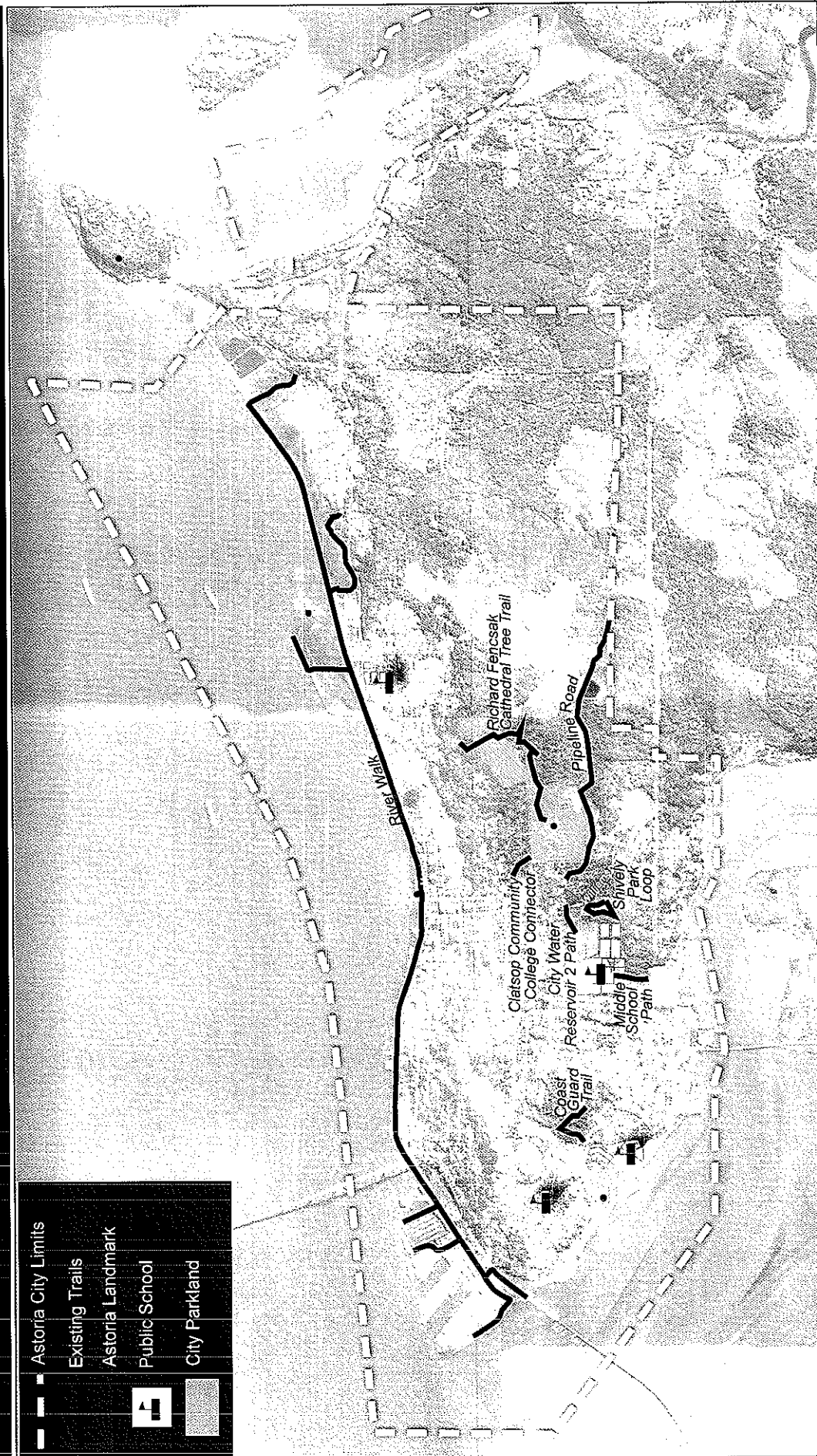
Public Works Department and were not included in the inventory or in any part of the planning process. The exception is reference to Pipeline Road which is commonly referred to by the public as a trail even though it is classified as a "Connector Road".

Results from the inventory are shown in Table 2.1 and Map 1. Trail specific results from the inventory are outlined in Appendix A.

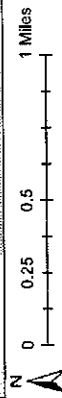
TABLE 2.1. Trail Lengths in Astoria

Trail Name	Distance (mi)
River Walk / River Trail	6.4
Richard Fencsak Cathedral Tree Trail	0.9
Pipeline Road (Connector Road)	1.3
Coast Guard Trail	0.3
Clatsop Community College Connector	0.2
Shively Park Loop	0.3
Middle School Path	0.7
Peter Pan Park Loop	0.25
City Water Reservoir 2 Path	0.2
Tapiola Park Loop	0.49
TOTAL	11.1 miles

MAP 1: EXISTING TRAILS IN ASTORIA



- Astoria City Limits
- Existing Trails
- Astoria Landmark
- Public School
- City Parkland



Astoria Recreational Trail Master Plan 2013

TRAIL NEEDS IN ASTORIA

Needs and desires for additional trails or trail improvements in Astoria were determined through a series of public events, a public survey, interviews and through the guidance of an Advisory Group. The process and overall results from these efforts will be discussed in this Chapter; more detailed results are provided in Appendix B.

Common Findings

Over 300 people were reached through public engagement efforts. From the feedback collected, certain comments and recommendations were heard repeatedly. Based on these comments, the following randomly ordered statements are likely true for the City of Astoria and its residents:

- Hiking, walking, and dog walking are the favorite recreational uses of trails among residents.
- Developing a plan for coordinating trail maintenance, funding, and organization of future trail projects is something residents feel is high priority for the City.
- Increasing signage for wayfinding and regulations along trails should be a high priority action for the City to take when improving trails.
- Maintaining and increasing safety along trails should be a priority when managing the trail system.
- Improving & repairing existing trails should be prioritized over developing new trails when allocating funds for the trail system (*list of trail specific needs can be found in Appendix B*).
- Increasing connectivity (both locally and regionally) and providing longer loops should be a priority when designing and developing new trails.
- Motorized uses of trails should be prohibited.
- Protecting and improving natural areas near or adjacent to trails should be included in trail management plans.
- Improving dog waste pick up among dog walkers should be encouraged.

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Public Engagement Process

Public engagement played a significant role in the development of actions for this Plan. An advisory group, the City of Astoria, and Lewis and Clark National Historical Park provided guidance for the strategies used to conduct public engagement. These strategies included stakeholder interviews, a survey, and several public events. The process used to conduct each of these strategies will be discussed in detail the following paragraphs.

Advisory Group

Advisory group members provided feedback on the Plan's objectives, strategies for public engagement, and later on the proposed actions to be included in the Plan. Members of the group included representatives of agencies or organizations that own or manage land with existing trails or land located within the Urban Forest Boundary where there is potential for future trails to be developed. These members included representatives from Clatsop County, U.S. Department of Forestry, Clatsop Community College, the City of Astoria, and Lewis and Clark National Historical Park. A representative from the Astoria Police Department was also consulted at one meeting for perspective on the safety and enforcement of Plan elements. There were two meetings in total; the first meeting was held in July 2012 and the second meeting was held in September 2012.

Stakeholder Interviews

Interviews were conducted with stakeholders identified by the Advisory Group. Those interviewed included representatives from the following trail users and interest groups:

1. Dog Walkers
2. Mountain Bikers
3. Astoria Youth
4. Columbia River Estuary Study Taskforce (CREST)
5. Astoria School District
6. Astoria Parks Board
7. Mom's Club of Astoria
8. Astoria City Council
9. Angora Hiking Club
10. Clatsop Community College Hiking Club



Interviews lasted about a half hour and questions targeted needs and improvements to the Astoria trail system from the perspective of the user group the interviewee represented. Additional information gathered includes resources for the Plan's implementation and personal perspectives of local trails.

Public Survey

A survey consisting of 18 questions was developed to gain an understanding of the current level of use, types of use, desire for future trail developments and level of interest in participating in, or contributing to, future trail projects. This questionnaire was made available online using Survey Monkey and distributed throughout the community via email list serves. Paper copies of the survey were left at high traffic locations such as the Astoria Rec Center (ARC), Aquatic Center, local brewery and coffee shops, the Senior Center, Port of Play, City Hall, and were also available at each public event. The survey was made available for a 2-week period in August 2012 and was completed by close to 200 respondents. A complete copy of the survey and survey results can be found in appendix B.

Public Events

There were two phases of public events conducted throughout the public engagement process. In the first phase, several strategies were utilized to gather input from the public on what they think about the existing trail system and what they would like to see in the future. These strategies included staffing a booth at the Sunday Market and holding an Open House at the local Fort George Brewery. Both of these events took place in August 2012 and were advertised widely throughout the community.

The information gathered in the first round of public engagement was used to generate a set of recommendations, which were then critiqued in a second round of public events. Strategies used in the second round of public engagement were geared towards finding out which recommendations were most popular and which, if any, should be eliminated. These strategies included staffing a booth at the Sunday Market and holding an Open House at Pier 39, adjacent to Coffee Girl. The second round of events took place in October 2012.

Public Engagement Results

In addition to the statements included at the beginning of this chapter, there were many additional comments and concerns collected throughout the public engagement strategies. These comments all fall within the following categories: Trail Maintenance & Improvements, New Trail Development, Design Standards & Amenities, Trail Regulations & Safety, and Management and Funding. More detailed reports from these efforts are included in Appendix B.

Trail Maintenance & Improvements

- The River Walk / River Trail is the most heavily used and favorite trail
- Trails in the urban forest area need maintenance, the City needs to develop a plan for maintenance

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- The biggest concern along the Richard Fencsak Cathedral Tree Trail is drainage.
- Some general improvements needed throughout the trail system include improving drainage, controlling invasive species, increasing connectivity, and improving wayfinding signage.
- Trail maintenance should focus primarily on repairing eroded sections of trail.
- A list of trail specific needs was generated (see Appendix B2).

New Trail Development

- More trails are desired, especially in the urban forest area.
- New trails should be developed primarily to improve the connectivity of existing trails and key locations.
- New trails should try to provide connections to the following destinations: existing trails, Emerald Heights, Tongue Point, south Astoria, the urban forest, the Astoria Column, the waterfront, all schools (especially the Middle School and Clatsop Community College), and regional destinations like Warrenton, the Fort to Sea Trail, and airport trails.

Design Standards & Amenities

- The following uses are the most preferred (in order of preference): walking/hiking, pet walking, biking, and trail running.
- New trails should increase connectivity to create longer loops for recreational users, provide a diversity of experiences and good scenery.
- Favorite characteristics of trails include being safe, scenic, diverse, and well designed for the intended use.
- Desired amenities for specific user groups include: staging areas for mountain bikers, paved trails for strollers, bags and disposal sites for dog waste, soft surface trails for runners, longer loops for runner and hikers, and gathering spaces for educational use.
- Some characteristics that respondents like about existing trails include: easy access, scenic views (especially along the waterfront), and quietness.
- According to survey respondents, the most important needs for trails include: proper maintenance (64%), dog bags (47%), garbage cans (43%), directional signage at trailheads (41%), and protection of native species (40%).
- Soft surface trail experiences are preferred over hard surface trail experiences.
- Throughout the trail system there was a desire for improved signage
- Dog users would like a place to allow dogs off-leash
- Hiking maps of the region should be provided to the public
- Signage for wayfinding, regulations, and safety along trails should be improved.

Trail Regulations & Safety

- The biggest concern along the River Walk is safety.
- Over half of survey respondents agreed that ATV and Motorcycle uses negatively impact their experience on trails.
- Regulations need to be created and/or enforced to limit motorized uses on trails, limit other illicit behaviors (such as drug use and gunfire) to make trails a safe place to recreate, and to encourage dog waste pick-up.
- Safety along trails (human behavior and animals) is a concern of trail users.

Management and Funding

- Existing trails should be repaired and maintained before new trails are developed.
- New trail development and trail maintenance were the top two priorities for where funds should be allotted on future trail projects.
- About 80% of survey respondents were willing to donate at least \$10 towards trail projects and almost 40% were willing to donate \$50 or more.
- Over half of survey respondents (68%) were willing to volunteer to help work on trails and 85 respondents provided contact information for future projects.

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Recommended Actions

Recommended Actions are a direct product of feedback provided from the people and agencies that were included in the public engagement process.

Process

Comments and feedback collected from the public engagement strategies listed in the previous chapter were transferred to action statements for the City of Astoria to consider including in the 2013 Trails Master Plan. These draft actions were reviewed by the Trails Advisory Group, City staff, the Parks Board, the Astoria Planning Commission, and the general public during the second round of public engagement. Recommendations and comments from these efforts are included in Appendix B2. Actions were revised and finalized based on this feedback.

Vision

The City of Astoria aims to efficiently and effectively develop a trail network that provides trail users of all abilities and interests a variety of trail experiences.

Actions

Actions are grouped into the following categories: Trail Maintenance & Improvements, New Trail Development, Trail Design Standards and Amenities, Trail Regulations and Safety, and Trail Management and Funding. The actions are given numbers, however they are not listed in order of importance or priority.

1. Trail Maintenance & Improvements	
Actions for Train Maintenance & Improvements	
1.1	Designate 1 to 2 staging areas for mountain bike users. Staging areas act as trailheads with a slightly higher level of development, including areas for parking, waste disposal, signage and wayfinding, and possibly potable water and restroom facilities. Possible locations for these include the proposed sports complex at 1800 Williamsport Road, Emerald Heights, Mill Creek Road, or Pipeline Road.
1.2	Work with partners to find/determine an off-leash dog area adjacent to trail or an off-leash portion of trail

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1.3	Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements. A maintenance/Improvement Plan should address the following trail specific considerations and desires collected through this planning process:
1.3.1	<p>Prioritize the following trail improvements on Richard Fencsak Cathedral Tree Trail:</p> <ul style="list-style-type: none"> • Repair poorly drained and deeply rutted sections of trail, • Re-route sections that are highly impacted and therefore not easily maintained or repaired, and • Either re-route or add steps in areas of significant grade.
1.3.2	<p>Prioritize the following trail improvements on the Clatsop Community College Connector:</p> <ul style="list-style-type: none"> • Make grade more accessible with use of steps or switchbacks.
1.3.3	<p>Prioritize the following trail improvements on the Coast Guard Trail:</p> <ul style="list-style-type: none"> • Work with Coast Guard to determine future plans for trails, and • Provide assistance with trail signage and amenities.
1.3.4	<p>Prioritize the following improvements to Pipeline Road:</p> <ul style="list-style-type: none"> • Provide dog bags and garbage cans, • Improve wayfinding and regulation signage, and • Provide benches along road (especially at overlooks.)
1.3.5	<p>Prioritize the following trail improvements to the River Walk:</p> <ul style="list-style-type: none"> • Work with Police Department to increase patrolling of trail, • Increase signage to encourage good trail etiquette, and • Develop a plan to manage invasive species.
1.3.6	<p>Work with School District to improve the Middle School Trail:</p> <ul style="list-style-type: none"> • Mark trailheads, and • Provide large gather spaces along trail for educational purposes.

2. New Trail Development

The following is a list of new trails to be constructed in Astoria. There was strong support for new trails that increased connectivity between existing trails and some preference for new trails that would create "new experiences" such as developing longer routes for runners and bikers to enjoy.

	Actions for New Trail Development
2.1	Expansion of the River Walk eastwards towards Tongue Point
2.2	Expansion of the River Walk eastwards towards Clatsop Community College's MERTS campus
2.3	Expansion of the River Walk along Young's Bay (along Hwy 202) to Williamsport Road
2.4	Provide clear connections from the River Walk to the Astoria Column
2.5	Create trail connections from the eastern River Walk extensions to the urban forest trails
2.6	Establish/improve a trail from the Clatsop Community College Connector up to the Astoria Column
2.7	Develop a trail that extends from Shively Park, crosses Williamsport Road, connects to the proposed sports complex at 1800 Williamsport Road
2.8	Develop a connector from the proposed sports complex to Pipeline Road
2.9	Develop a connector from Pipeline Road to Richard Fencsak Cathedral Tree Trail that is on public property
2.10	Develop a connector from Irving Road to the River Walk at Columbia Memorial Hospital (2111 Exchange)
2.11	Develop one additional long route through the urban forest that connects Pipeline Road to Emerald Heights neighborhood
2.12	Plan for future connections to the trail noted in 2.11 from the east (Scandinavian Cannery Road), north (44th & Franklin), south (Pipeline Road), and west (Richard Fencsak Cathedral Tree Trail)
2.13	Develop a trail around Tapiola Park
3.14	Work with the Coast Guard to expand the Coast Guard Trail northward
2.15	Develop a trail around Peter Pan Park
2.16	Work with the School District to develop a trail from the Middle School to Shively Park

3. Trail Design Standards & Amenities

3.1	Actions for Trailheads
3.1.1	Include dog bags for pet waste at each trailhead
3.1.2	Provide garbage cans at each trailhead
3.1.3	Provide trail name, wayfinding, and regulation signing at each trailhead (see signage section)

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3.2 Actions for Trails	
3.2.1	Provide connectivity by creating loops whenever possible
3.2.2	Route trails to take advantage of scenery and viewpoints
3.2.3	Provide seating opportunities occasionally along trails
3.2.4	Provide soft surface path for runners along paved trails when possible
3.2.5	Urban trails should be wider than forested trails to accommodate for multiple uses
3.2.6	Future posts/bollards installed along the River Walk should include reflectors or lights
3.2.7	When designing extensions of the River Walk, account for both bike and pedestrian safety measures. When feasible, include bike friendly surfaces.
3.3 Actions for Signage	
3.3.1	Develop trail maps for the City of Astoria that can be posted online and printed for public use. Map should include only official trails, trail names, mileage information, allowed uses, mountain bike access points/staging areas, and some key destinations including: parks, museums, historic landmarks, cruise ship landings, significant businesses, and restroom locations.
3.3.2	Develop official names for each trail in Astoria so that it can be signed and clearly defined for public use
3.3.3	Add signage with trail name, map of its location, and restricted uses at each trailhead
3.3.4	Add mile markers along trail routes
3.3.5	Provide educational opportunities regarding cougar and bear safety along forested trails
3.3.6	Consider including signage providing education on trail etiquette along multi-use trails or at trailheads
3.3.7	Consider including interpretive signage at appropriate locations

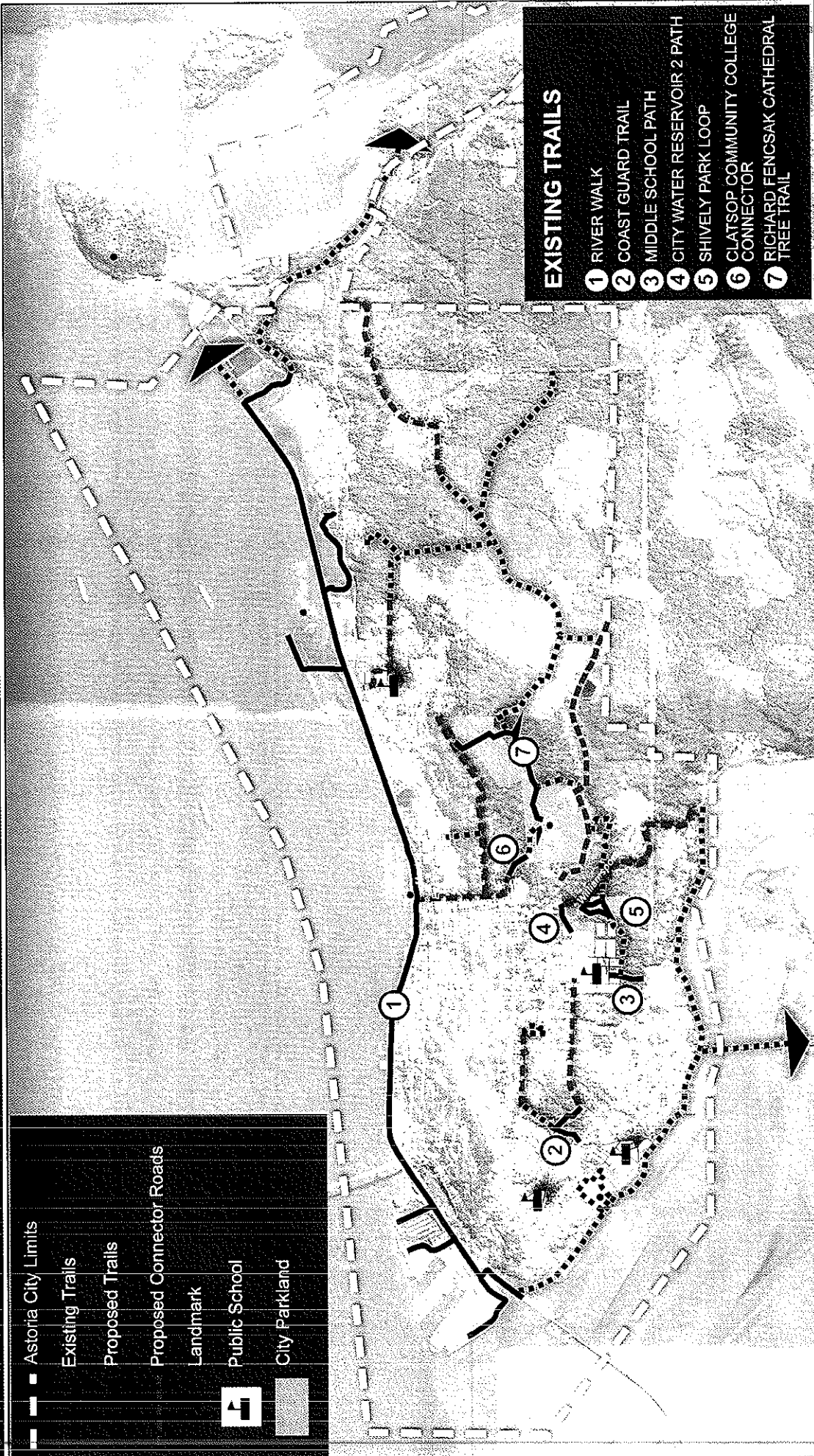
4. Trail Regulations and Safety	
Recommendations for Trail Regulations and Safety	
4.1	Prohibited activities include: use of firearms, target practice, equestrian, and motorized bikes or vehicles (Note: "wheelchair" as defined in the American With Disabilities Act is not included as a prohibited motorized vehicle)
4.2	Coordinate with public safety agencies to develop a plan to address illicit behavior throughout the trail system

5 Trail Management & Funding	
	Recommendations for Trail Management & Funding
5.1	Trail funds should be prioritized for maintenance first and then for new trail development
5.2	Implement an adopt-a-trail program for the City to utilize assistance from the many potential volunteer groups in the area
5.3	Work with partners to develop a plan for invasive species control
5.4	Designate a Trail Coordinator within the Parks Department to track progress, coordinate trail projects, and proactively engage volunteers to accomplish trail goals
5.5	Develop a Parks/City internship or AmeriCorps position to assist the Trails Coordinator
5.6	Work with partners to establish walk/run/bike events along trails to raise money and awareness about trails. Utilize these events as opportunities to recruit volunteers, host workdays for trail improvements, advertise donors/partners, and provide information about proper trail etiquette.

Recommended Code Amendments

To enable the above-recommended actions to occur, amendments to the City of Astoria's Comprehensive Plan will be needed. Recommendations for these amendments can be found in Appendix D.

MAP 2: PROPOSED TRAILS IN ASTORIA



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IMPLEMENTATION

Implementation of these recommendations will occur over the next 20 years. This chapter discusses who will be responsible for the implementation of the Plan and provides resources to assist with implementation.

Plan Implementation and Management

Implementation of this Plan is intended to occur over a 20-year timeframe under the direction of the City of Astoria Parks and Recreation Department. Action items will be implemented as the necessary funds and resources become available. The Parks Department will need to assess the feasibility of completing each of these on an annual basis. The City of Astoria Community Development Department or other local organizations may be able to provide assistance when appropriate.

Throughout the planning process, some of the actions were identified as higher priority projects than others (see Appendix B2 for the public's priorities). Funding and resources should be actively sought after for projects that ranked higher in priority.

Resources for Implementation

Throughout the planning process, it was apparent that maintenance and funding were the two biggest concerns on everyone's mind when it came to trail projects and improvements. Not being able to maintain new projects and the inability to fund them are likely the two factors with the most potential to hinder progress on the Plan's implementation.

In attempt to ameliorate these concerns, a substantial list of local resources was generated throughout public engagement process to assist with both funding and/or labor needs of the City. Some State and National opportunities have been added to the list to maximize its usefulness. For additional ideas and opportunities see the lists of references included in Appendix C.

Potential long-term partners for volunteer work:

The following groups could provide assistance with general maintenance tasks on a regular (1-2 times/year) basis. These groups all have a leader that can help

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facilitate volunteer work which, depending on their level of commitment, will result in requiring little to no supervision by City staff. Some possible tasks these groups could take on include: an annual or biennial trail clearing of overgrown brush or branches in trails, litter pick up, conducting trail assessments to document needed work such as sign repairs or replacement, removal of fallen trees, or replacement of missing steps.

Possible groups include⁹:

- Boy Scout, Cub Scout, & Girl Scout groups
- School District cross-country team
- Angora Hiking Club
- Clatsop Community College Hiking Club
- Tongue Point Job Corps weekend work groups
- Mom's Association volunteer days

Skilled or Supervised Labor Resources:

These groups could take on projects that require a bit more skilled labor and focus such as building new segments of trail, building or replacing stairs, repairing water damaged trail, installing signage, installing benches, or removing fallen trees. The City would need to plan for these projects and contact the appropriate group liaison to coordinate the project. The City may need to provide materials, some equipment, or supervision for projects depending on the group.

Possible groups include:

- Upward Bound: This is a program through Clatsop Community College where high school students work on developing job skills.
- Senior Projects: Astoria High School requires 20-30 hours of community service as a part of student's senior project. These projects require a mentor and at the end of the project they write a paper on what they accomplished. The City should designate one person as a mentor for trail projects and inform a school liaison that this opportunity exists.
- Boy Scouts of America Eagle Scout Projects: A Boy Scout working to become an Eagle Scout is required to perform a community service project. These projects require a mentor and that the Scout coordinate the project including supervising volunteers they recruit, and obtaining needed supplies for the project. The City should designate one person as a mentor for trail projects and inform the Fort Clatsop District Boy Scout Eagle Board liaison that this opportunity exists.

⁹ Available contact information for these groups will be provided to Community Development Department staff upon completion of this Plan

- Tongue Point Job Corps Projects: The Landscaping and Facilities Maintenance trades at Job Corps may occasionally be interested in pursuing a trail project as a part of their program. To encourage this, the City needs to communicate with the liaison to determine which project might be most appropriate for their skill and timeframe. Job Corps will provide an instructor, but the project will still need supervision from an outside project coordinator.
- National Park Service: The nearby Lewis and Clark National Historical Park has both trail building and maintenance experience. They should be considered a primary resource when it comes to designing or laying out new trails. Additional assistance with physical maintenance, construction, or equipment may be available through their Community Assistance Program. Contact the Chief of Maintenance to discuss this possibility.
- A Clatsop County Sheriff's Department Correctional Facility may be able to provide skilled labor for projects.
- The Northwest Trail Alliance provides assistance with the construction of Mountain Bike Trails in the Northwest. They have some free resources and some resources that would require funds. Check out their website: <http://www.imba.com/teaming/northwest-trail-alliance-nwta>

Possible Funding Resources

Trails are relatively inexpensive recreation projects and small donations and fundraisers can make a big difference. Below are a few resources for both small funds as well as a few that could bring in more money for larger projects. An expanded list of potential grant resources for trail building is included in Appendix C.

- Local 4H Club: does some fundraising for local groups and might have interest in sponsoring some dog-related amenities or projects.
- Clatsop Animal Assistance: provided dog bag dispensers along the River Walk and may be interested in providing similar assistance in the future.
- Ford Family Foundation: provides funds for projects in communities like Astoria through their grants and their leadership classes. (www.tfff.org)
- Local Lion's Club or Kiwanis Club may be willing to coordinate some fundraising events for trail projects.
- Oregon Department of Recreation: ODR provides Grants and Recreational Trail grants on a regular basis (<http://www.oregon.gov/OPRD/GRANTS/pages/index.aspx>). This grant provides funding for both new and existing trails.

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Additional Volunteer Resources:

The community of Astoria is excited about the prospect of improving their current trail system. Throughout this planning process, roughly 100 people from the community signed up to be informed on future trail projects, many of whom were willing to volunteer to help make them possible.¹⁰ This excitement and potential workforce is an asset that, if well utilized, could assist the City greatly.

For assistance with coordinating projects and/or volunteers, the City could consider having an AmeriCorps volunteer provide assistance. There are many AmeriCorps programs; one that might be worth looking into is the Resource Assistance for Rural Environments (R.A.R.E.) program based out of the University of Oregon.

¹⁰ Public survey results indicated that about 80% of survey respondents were willing to donate at least \$10 towards trail projects and almost 40% were willing to donate \$50 or more. In addition, over half of survey respondents (68%) were willing to volunteer to help work on trails and 85 respondents provided contact information for future projects.

**Astoria Recreational Trail Master Plan
2013
Appendix**

APPENDICES

A. Trail Inventory

B. Public Engagement:

- 1. Public Engagement, Round 1**
- 2. Public Engagement, Round 2**
- 3. Sample public survey**

C. Funding Resources

D. Recommended Code Amendments

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Appendix**

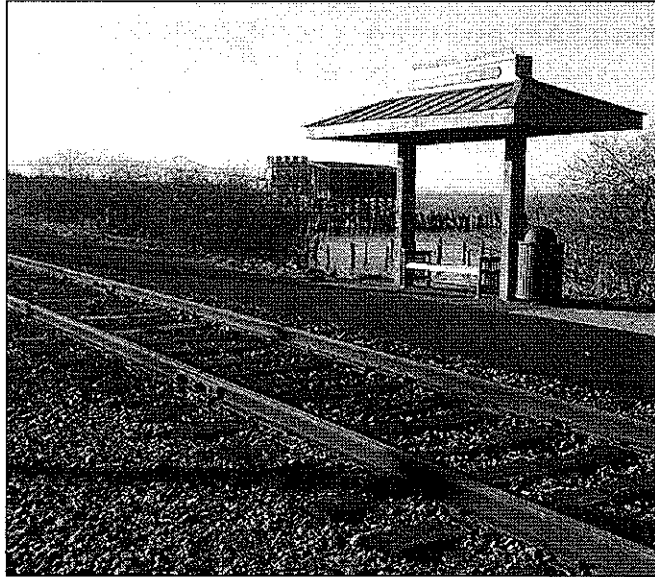
Appendix A. Trail Inventory

River Walk / River Trail

Distance: 6.4 miles

Location: Along the Columbia River on the north side of Astoria from Smith Point / Port area to Lagoon Road on the east.

Trailhead Access: Accessible from all portions of the waterfront. Trailhead parking at the west-most end on Port property and at Maritime Memorial Park. The recent eastward extension provides access from the Lagoon Road trailhead in the Alderbrook neighborhood. Public parking is available at various locations along the trail including at street ends, Columbia River Maritime Museum, and 10 Sixth Street parking lot.



Allowed Use: multiple use (hard surfaced)

Description: Flat, mostly paved surface; some portions are on wooden railroad trestles. Trail passes through urban, industrial, and natural area environments.

Amenities:

- Scenic waterfront
- Some parking
- Benches
- Garbage cans
- Dog bag receptacles
- Interpretation of the waterway
- Accessible from downtown
- Bridges
- Historic trolley
- Accessible

Condition: Good

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Richard Fencsak Cathedral Tree Trail

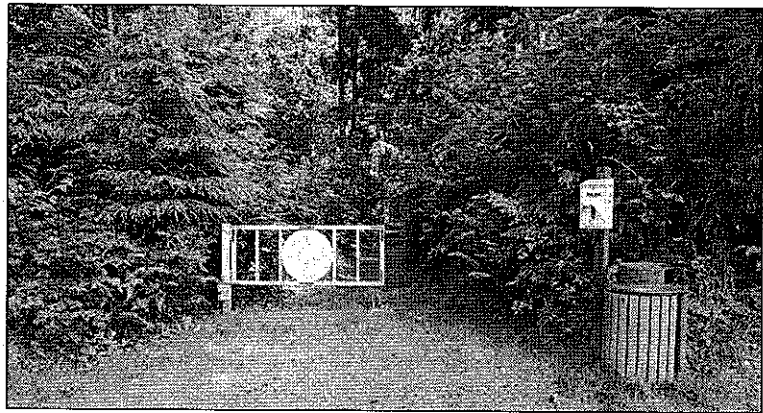
Distance: 0.9 miles

Location: From the Astoria Column, through the urban forest, to 2800 Block Irving Avenue

Trailhead Access: Access from Column parking lot and from pullout with a gateway located in the 2800 Block Irving Avenue

Allowed Use: pedestrian and non-motorized mountain bike only

Description: Soft-surface footpath through the urban forest. Changes in elevation and natural surface of path make it not accessible to all users.



Amenities:

Trailhead access from Irving Avenue

- Natural area/forest
- Parking at the Astoria Column and a couple spaces at the Irving Avenue trailhead
- Benches
- Garbage cans
- Dog bag dispensers
- Large Cathedral Tree along trail
- View of Astoria from the Astoria Column

Condition: Moderate - Poor

- Grade is over 20% in some areas
- Stairs and trail infrastructure suffer from significant erosion

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Appendix

Pipeline Road

(Connector Road not a "Trail")

Distance: 1.3 miles

Location: Urban forest from James Street at Williamsport Road to the east beyond City limits to Market Road in Svensen

Trailhead Access: Eastern end of James Street.

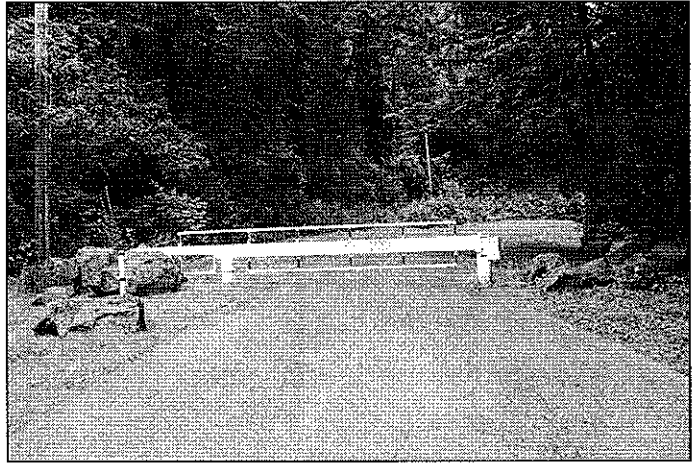
Allowed Use: multiple use (hard surfaced), currently includes ATV and motorbike use. Gate limits access to non-authorized vehicles.

Description: Connector road. Paved, then gravel surfaced road through Urban Forest. Provides access to Reservoir. Some topographical changes but grade is generally below 10%.

Amenities:

- Parking
- Accessible
- Scenic overlooks
- Natural area/forest

Condition: Good



Trailhead access from James Street

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Coast Guard Trail

Distance: 0.3 miles

Location: On Coast Guard Housing; from Alameda Avenue to West Klaskanine Avenue

Trailhead Access: no marked trailheads

Description: Soft surface trail through Coast Guard property. Topography over 10% in some areas.

Allowed Use: pedestrian only

Amenities:

- Access to Coast Guard housing

Condition: Poor

- Overgrown/unmaintained

Clatsop Community College Connector

Distance: 0.2 miles

Location: From Jerome Avenue & 17th Street (at Clatsop Community College) to the bottom of the Astoria Column (at 26th Street).

Trailhead Access: Clatsop Community College parking lot

Description: Soft surface (gravel) trail with steep grades

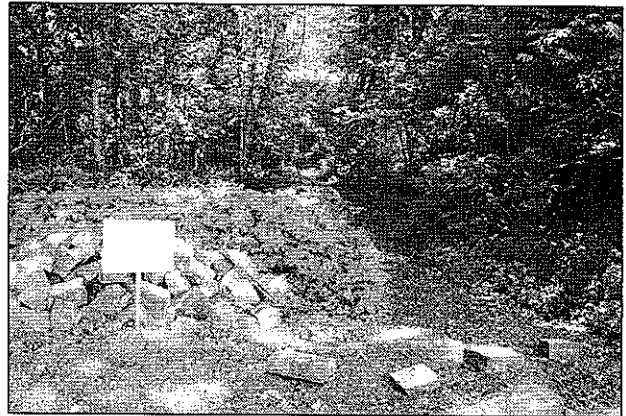
Allowed Use: pedestrian only

Amenities:

- Natural area/forest
- Access to Clatsop Community College and Astoria Column

Condition: Good

- Relatively new trail surface



Trail entrance from the CCC parking lot.

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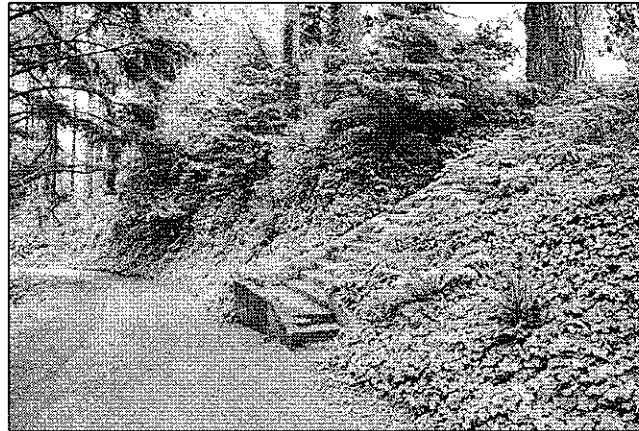
Shively Park Loop

Distance: 0.3 miles

Location: at Shively Park, located just south of City Water Reservoir 2 at the top of Williamsport Road

Trailhead Access: From Shively Park parking lot

Description: Hard surface (paved) loop through wood natural area. Accessible. Soft surface social trails lead south to power line areas.



Allowed Use: multiple use (hard surfaced); gate prevents non-authorized motorized use

Amenities:

- Parking
- Garbage cans
- Dog bag receptacles
- Natural area/forest
- Covered pavillions for picnicking
- Historic Weinhard Hotel architectural display

Condition: Good

Middle School Path

Distance: 0.7 miles

Location: from Astoria Middle School (1100 Klaskanine Avenue) south through County property to Highway 202 near 1100 Olney Avenue.

Trailhead Access: no marked trailheads

Allowed Use: pedestrian

Description: soft surface trail with steep grades

Amenities:

- Natural area/forest

Condition: unknown

- Access from Middle School is undefined.

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City Water Reservoir 2 Path

Distance: 0.2 miles

Location: From Astoria Middle School (1100 Klaskanine Avenue) to City Water Reservoir 2 on 16th Street (1597 James Street)

Trailhead Access: no marked trailheads

Description: follows utility corridor from northeast corner of Middle School property towards the Reservoir.

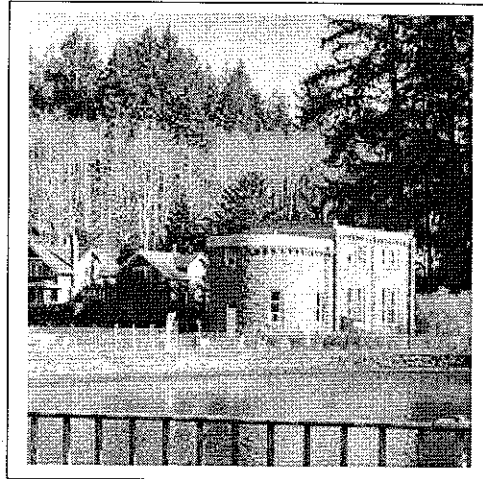
Allowed Use: pedestrian

Amenities:

- Natural area/forest

Condition: Moderate/Good

- Access from Middle School is undefined.



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Appendix B. Public Engagement

B1. Findings from Public Engagement Activities, Round 1

Public Engagement

A significant portion of the Astoria Recreational Trails Master Plan project consisted of determining what the public and trail users desire most for a trail system in the City of Astoria. There were three main strategies used to collect the public's feedback: (1) a public survey, (2) staffing public events, and (3) stakeholder interviews. A summary of key findings from all of these events are included in the following section, followed by a more detailed description of the process and results from of each of these strategies.

Recurring Public Comments / Suggestions

1. Hiking and dog walking were the two favorite activities of participants
2. Develop plan for coordinating trail maintenance, funding, and organization of future projects
3. Increase signage for wayfinding, regulations, and safety along trails
4. Improve safety along trails (human behavior and animals)
5. Improve existing trails (*list of trail specific needs can be found on Pages 13 & 19 of this Appendix*)
6. Plan for connectivity – both locally and regionally
7. Add additional trails in order to create longer loops
8. Limit/prohibit motorized uses on trails
9. Manage invasive species along trails
10. Dog waste pick up needs stronger enforcement/encouragement

There was also large public support for trail projects in the region. Over half of the people who completed the survey were willing to help volunteer to work on trails and more than 85 names were collected for future trail projects. In addition, 80% of people were willing to donate at least \$10 towards trail projects.

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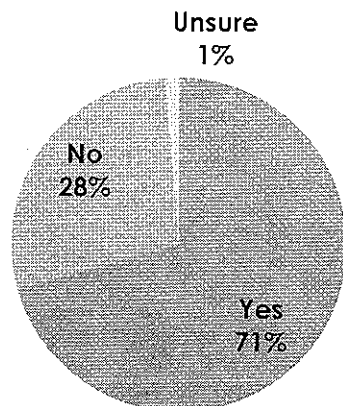
Public Engagement Detailed Results

The following are more detailed descriptions of each process used during public engagement and the results from activities used at each of these events.

Public Survey:

A survey consisting of 18 questions was developed to gain an understanding of the level and type of use of existing trails, desires for future trail developments and level of interest in participating or contributing to future trail projects. This questionnaire was made available online using Survey Monkey and distributed via list serves throughout the community. Paper copies of the survey were left at high traffic locations such as the Astoria Rec Center (ARC), Aquatic Center, local brewery and coffee shops, the Senior Center, Port of Play, City Hall, and were also available at each of the public events. The survey was made available for a 2-week period from August 10, 2012 to August 24, 2012. A complete copy of the survey can be found in Appendix B3 and results from the survey are as follows:

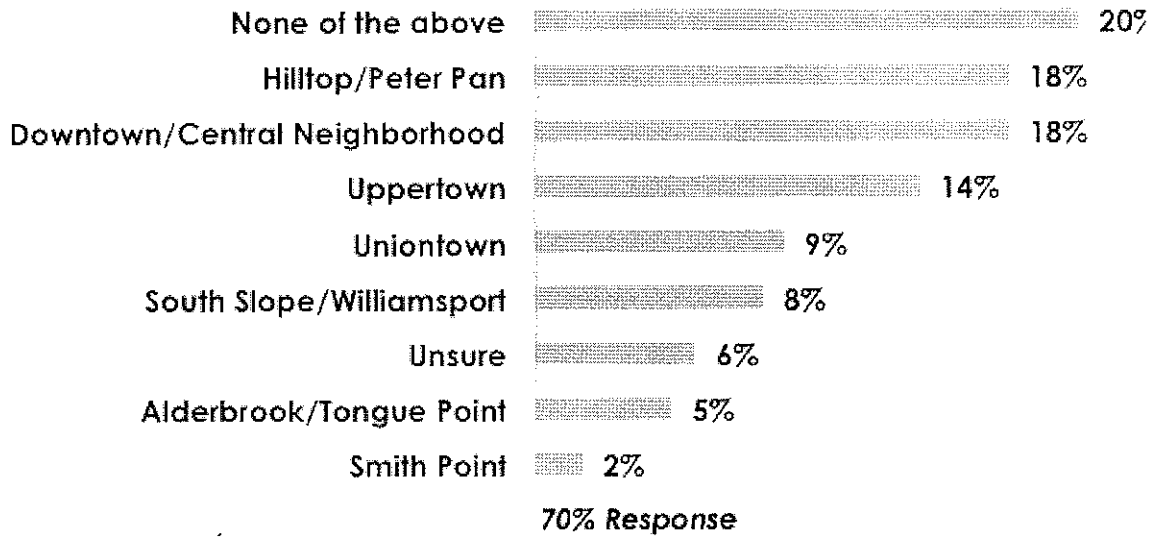
Do you live within Astoria's City Limits?



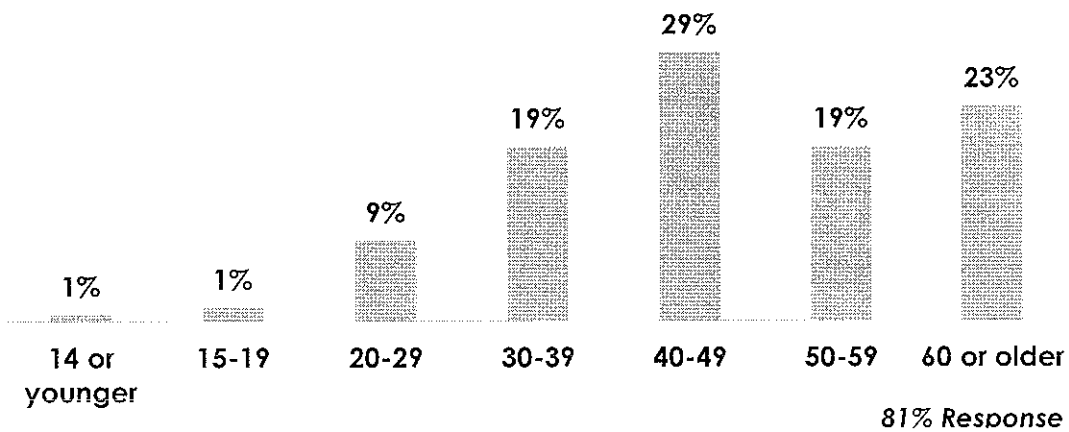
81% Response

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Which neighborhood do you live in?

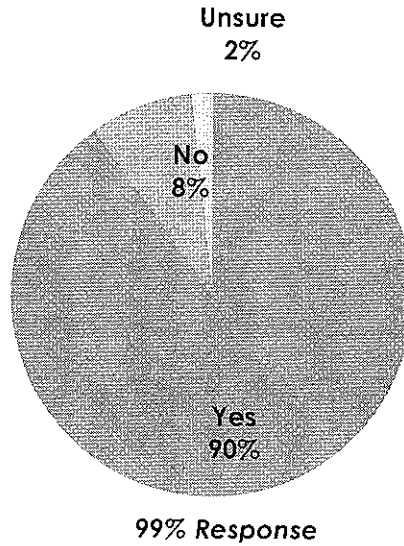


Which category below includes your age?

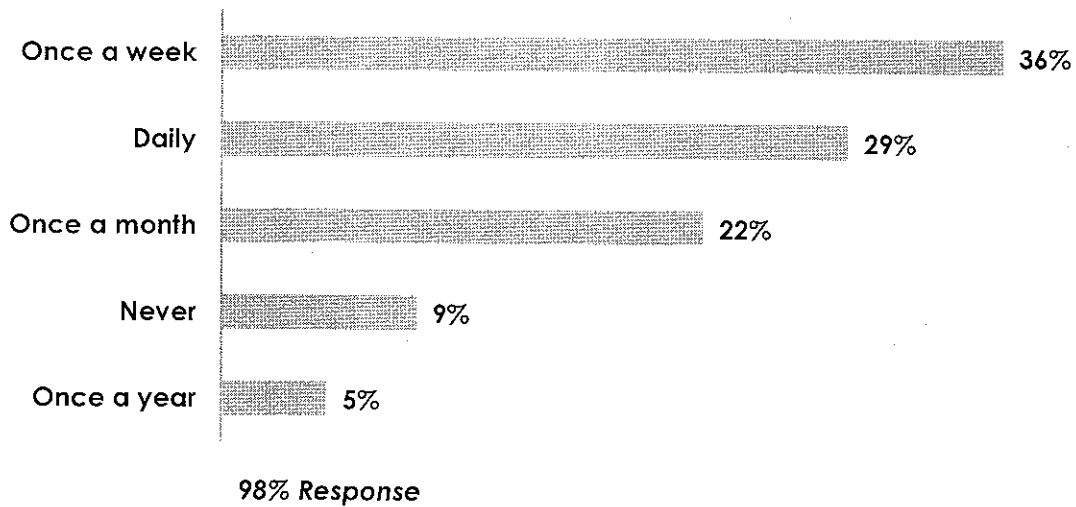


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Do you currently use trails within the City of Astoria?

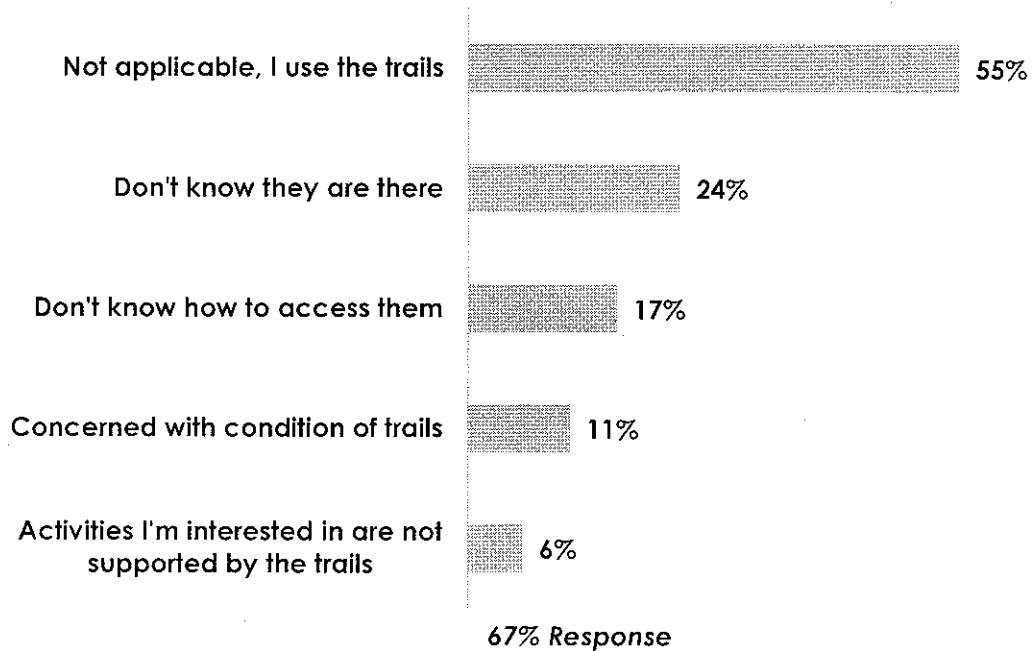


How often do you use the trails within the City of Astoria?



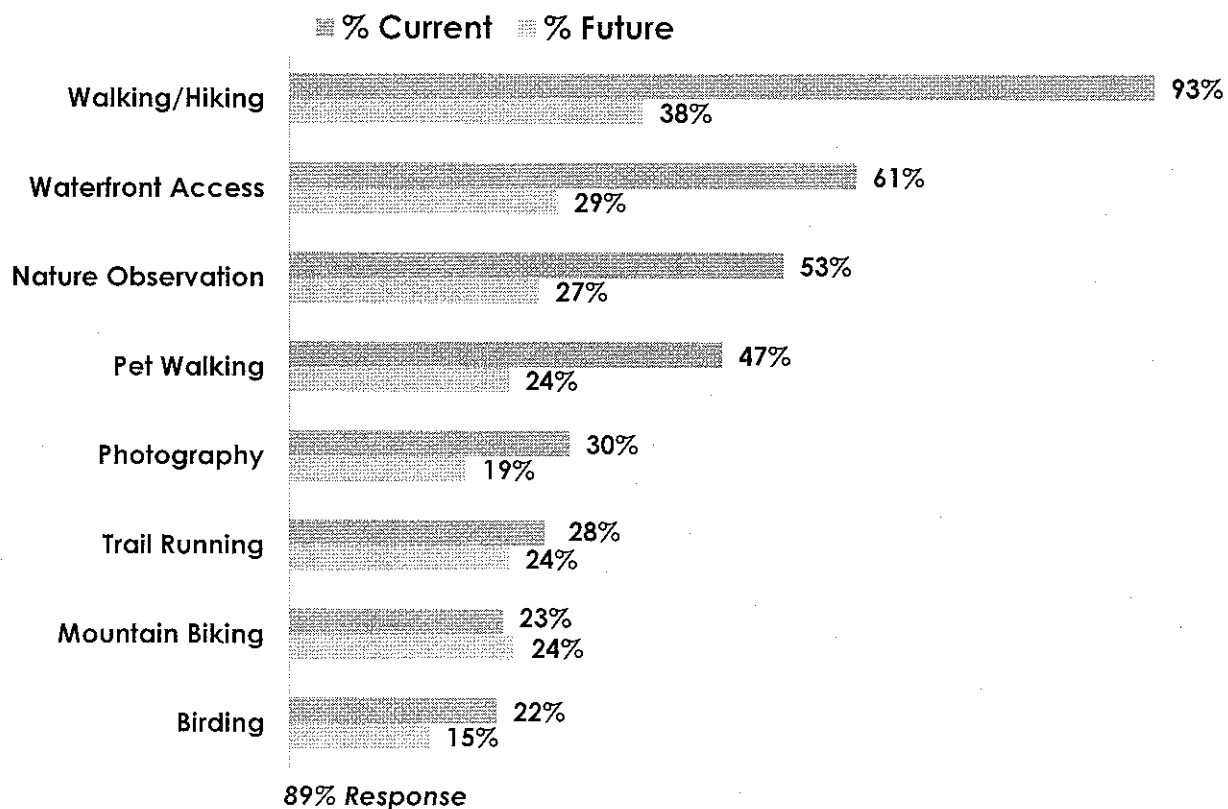
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If you rarely use the trails, why not?



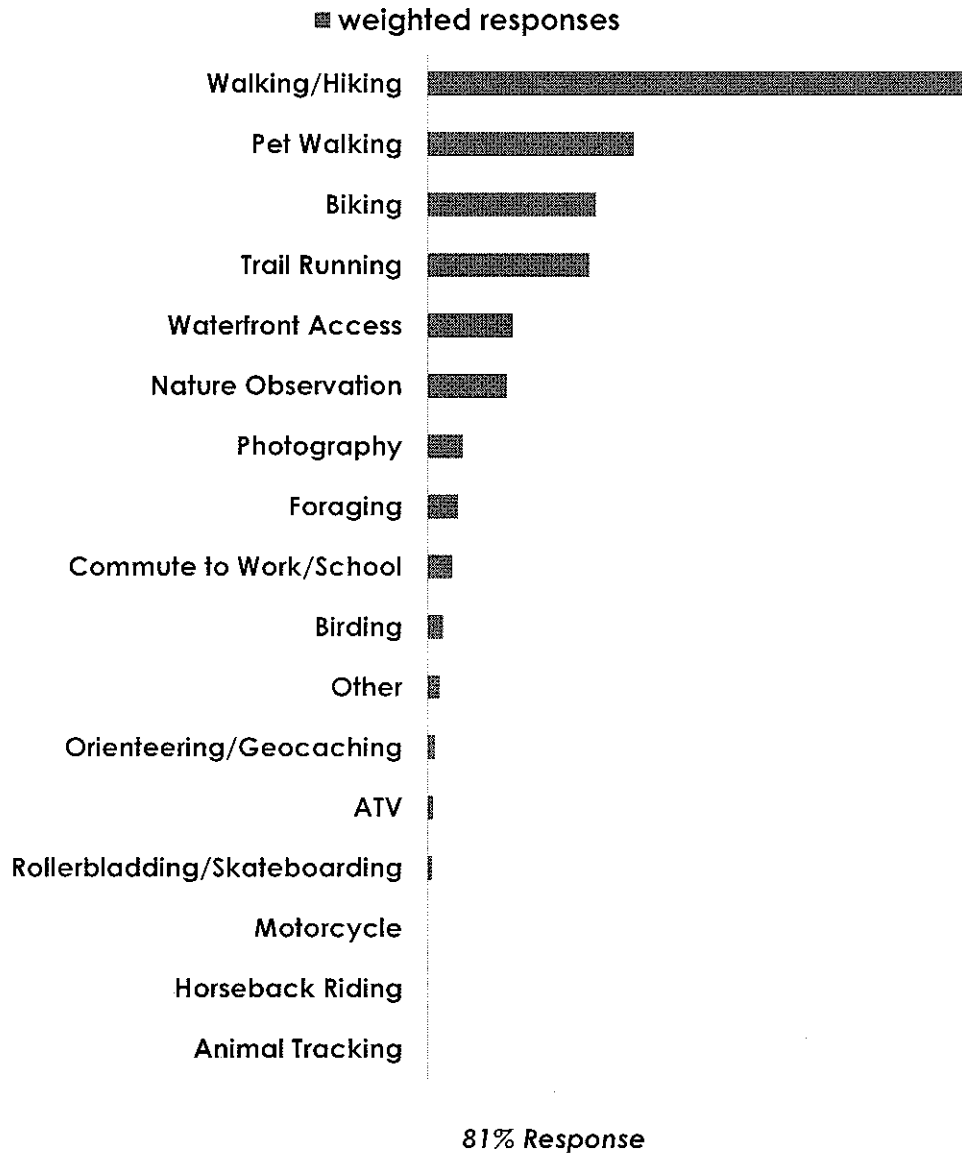
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Which activities do you currently participate in on trails within the City? Which would you like to do in the future?



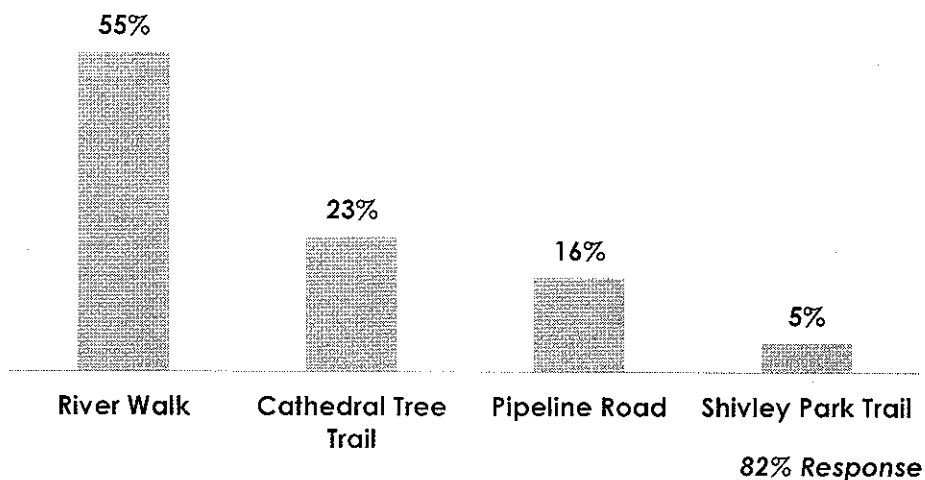
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**Of these activities, please rank the three you
prefer the most**



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Within the City of Astoria, which is your favorite existing trail to use?

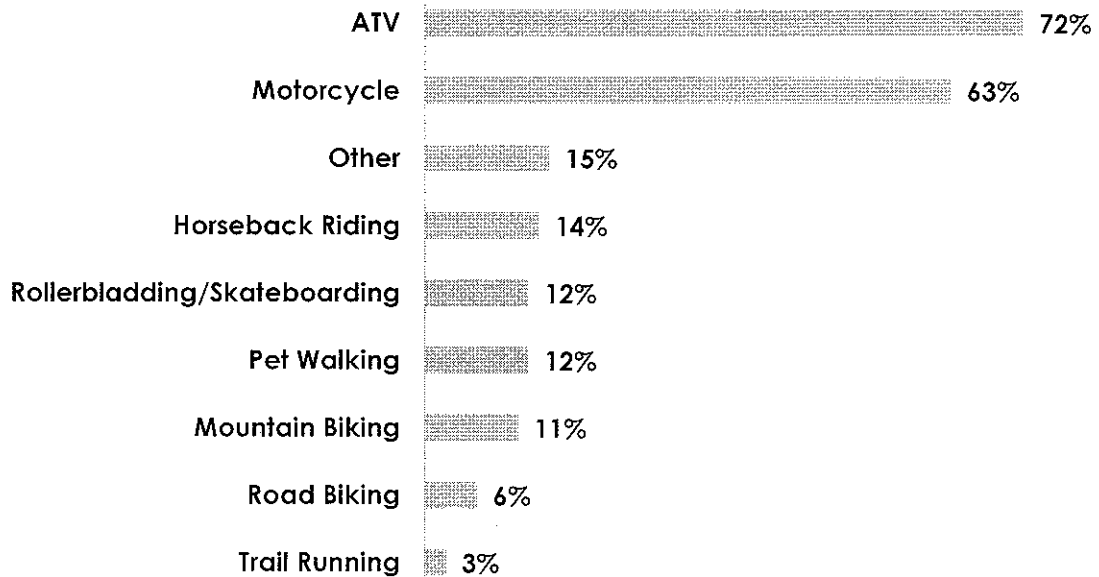


The following Word Cloud summarizes what people like about trails in Astoria. The larger the word the more frequently it was used by respondents.



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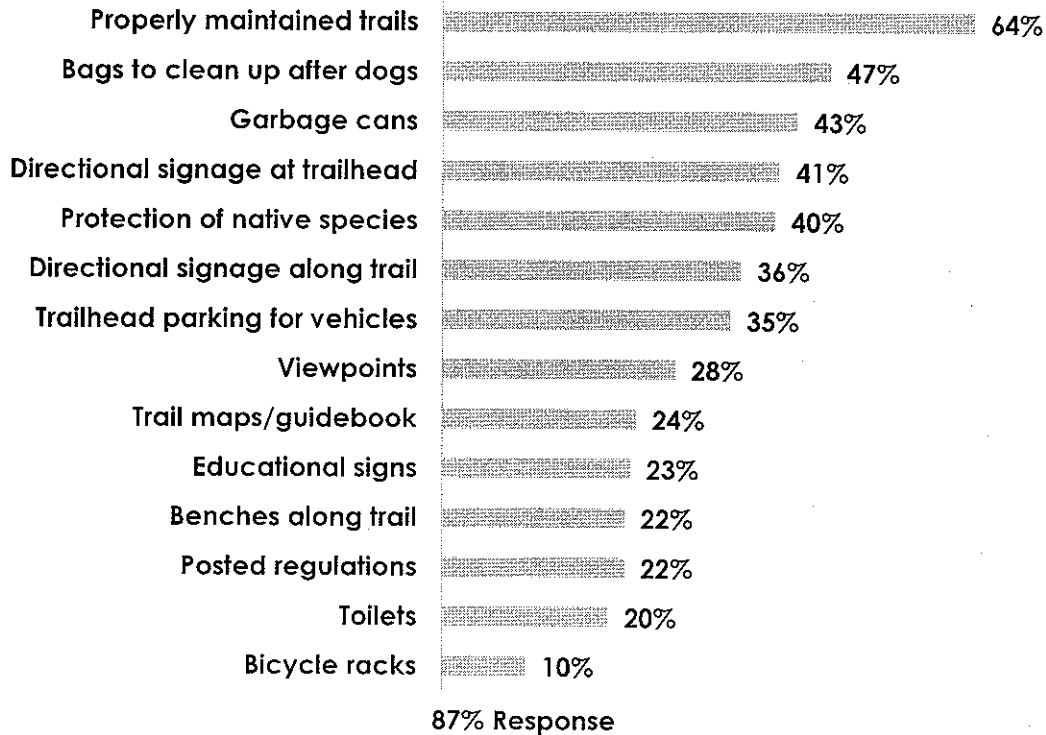
Do any of the following activities negatively impact your experience on trails? Please check any or all that apply



47% Response

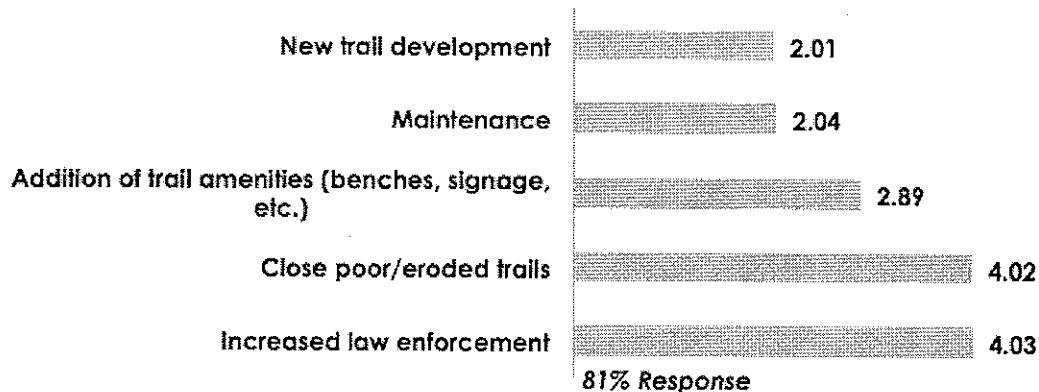
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Which items below are most important to you as a trail user? Check all that apply.



If the City were to obtain funds specifically for trails in Astoria, how do you think that money should be allotted? Please prioritize the following list in order from most important (1) to least important (5).

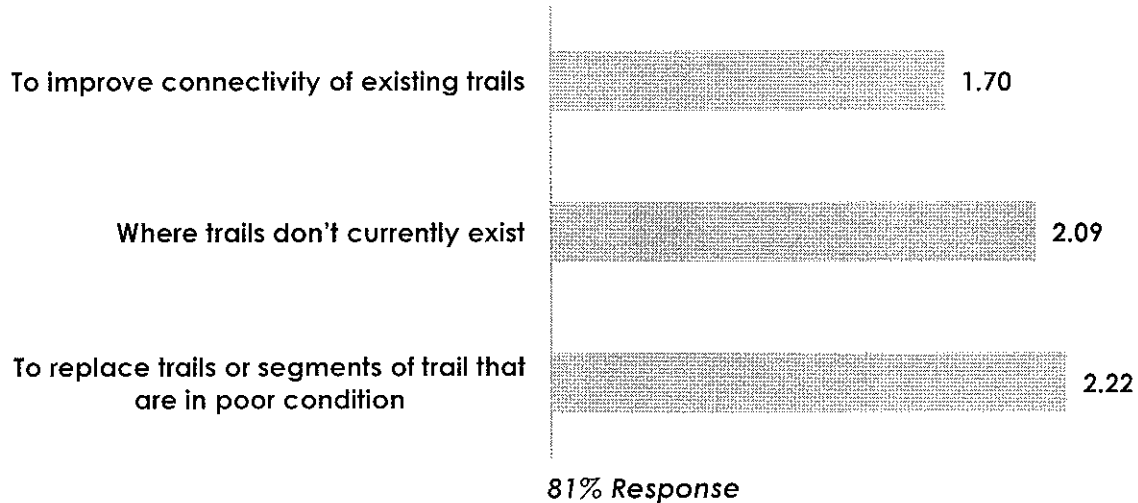
The overall average response is shown for each item below. The LOWER the number the GREATER IMPORTANCE



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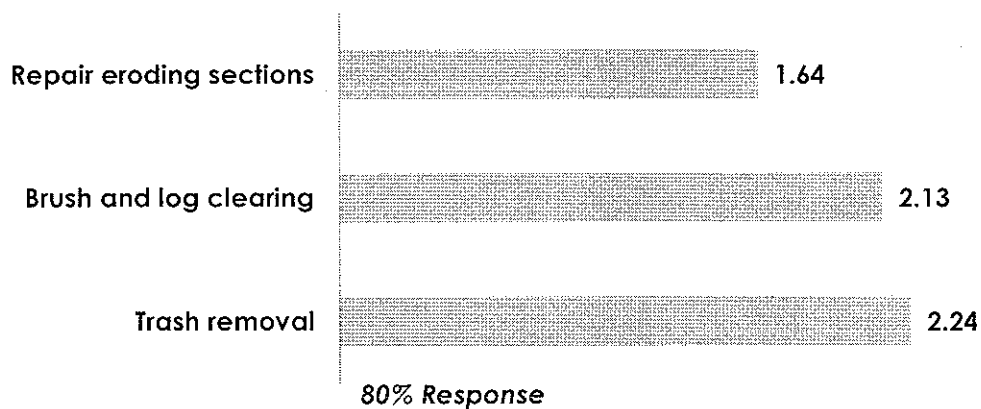
For new trail development, please prioritize the following list in order from most important (1) to least important (3).

*The overall average response is shown for each item below.
The LOWER the number the GREATER IMPORTANCE*



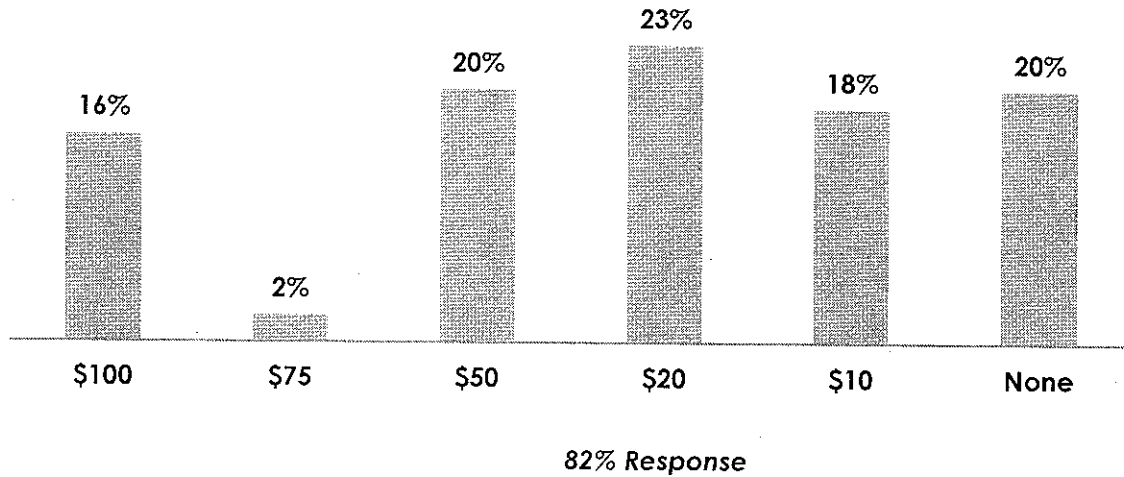
For maintenance, please prioritize the following list in order from most important (1) to least important (3).

The overall average response is shown below. The LOWER the number the GREATER IMPORTANCE the item carries.

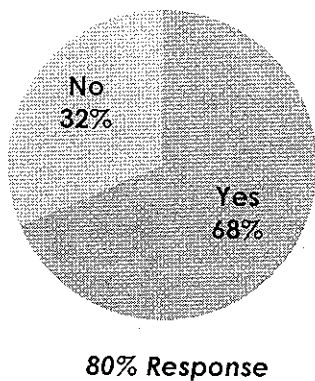


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Please check how much a year you would be willing to donate to local trail maintenance organizations.



Would you be willing to volunteer to maintain and/or construct trails?



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Staffing Public Events:

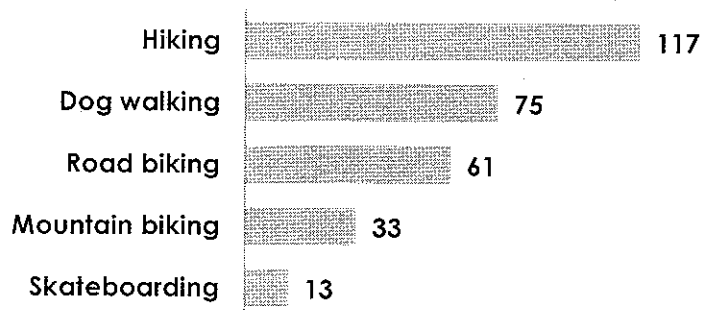
Feedback was solicited at two public events that were advertised via email, radio, newspaper, and flyers posted throughout the City. The first event was a booth at the August 12, 2012 Sunday Market. The booth was located along 12th Street between Duane and Commercial and was open for the entire day (10:00 am to 3:00 pm). The second event was an open house at Fort George Brewery's Lovell Room, which was held from 5:00 pm to 6:30 pm on August 16, 2012.



At both of the events the same opportunities for providing feedback were made available. A description of each of these activities and the results from each of these are summarized below. Overall, a combined estimate of 100 to 150 people participated in at least some of the activities made available at these events.

Voting for favorite activities: Participants placed a bead in each of the jars that represented the activities they like to participate in; options included hiking, road biking, dog walking, mountain biking, and skateboarding. If their preferred activity was different than those provided they were encouraged to write down additional activities on a large sheet of paper. A grand total of beads counted in each jar were as follows:

Favorite Activities



Hiking was the most popular activity with 117 votes, followed by dog walking (75 votes) and Road biking (61 votes). Mountain biking and skateboarding were less popular activities. Other activities listed included horseback riding, wheelchair access and rollerblading.

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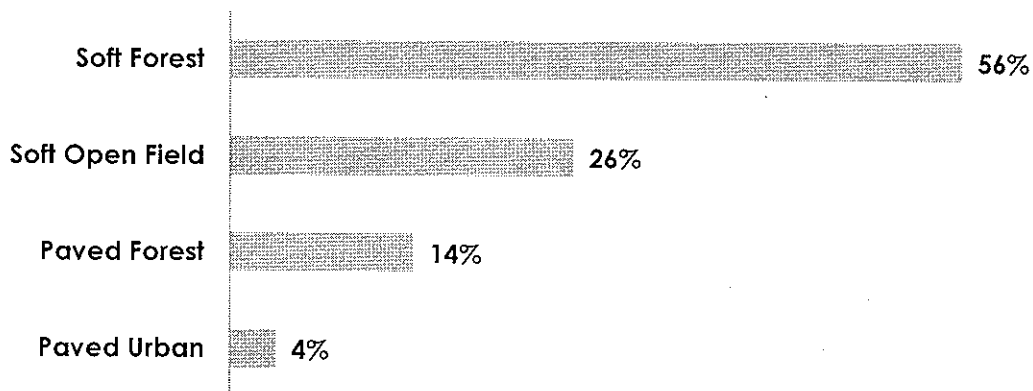
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Voting on preferred trail experience: A poster with four photographs of different trail experiences was displayed and participants were asked to place a dot by the one that they liked the most. The four images were of trails located outside of Astoria that showed the following experience types: paved urban trail, paved forest trail, soft surface forest trail, and dirt path in open grass field.



Dots were tallied as follows:

Preferred Trail Experience



From an aesthetics and experiential perspective, it appears that most people prefer the soft surface trails to the paved, developed trails. The lesser-developed, forested trail was the overall most preferred trail type. The least preference was shown for trails in more urbanized areas. There is some room for bias in these responses based on photographic quality and content.

Comments on Existing Trails and Trail Conditions: A map with all documented official trails within the City limits was displayed. Numbered arrows were made available for participants to stick on specific trails or trail segments about which they wanted to comment. Comments were collected on small cards that were numbered to match the arrow they were associated with. The cards prompted participants for the following information: type of use, frequency of use, how trail is accessed, and any problems or comments for the trail. Not enough data was collected on frequency of use, trail access and occasionally trail use; therefore, only the most relevant and useful information is provided here. The following summary of comments will start with trail specific feedback and then move into general or regularly repeated comments/themes identified by participants.

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Richard Fencsak Cathedral Tree Trail (13 comments)

- Most common use: hiking/walking
- Comments/Concerns:
 - Needs drainage improvements (5)
 - Need other trail improvements (too rough, steep, dangerous or rutted) (2)
 - Improve signage (2)
 - Better parking at Irving Avenue (1)
 - Complements: good job keeping it cleared/brushed, the Astoria Column is an asset/attraction, very beautiful, like Cathedral Tree

Clatsop Community College Connector Trail (2 comments)

- Comments:
 - Add more gravel
 - Gravel is slippery

Coast Guard Trail (1 comment)

- Comment:
 - Is not cleared/maintained

Pipeline Road (4 comments)

- Activity: hiking, walking, dog walking
- Comments:
 - Reservoir is good destination

River Walk (9 comments)

- Activity: walking (5), dog walking (2), scooter (1)
- Comments:
 - Love it, well done! (3)
 - Protect Private property on SE extension to Alderbrook (3)
 - Separate bicycle and pedestrian use of trail
 - Education of trail etiquette (e.g. for bikers to use bells and warn pedestrians)
 - Dog waste pick up needs stronger regulation

Shively Park Loop (3 comments)

- Activity: Dog walking (2)
- Comments:
 - Would be great if it could be extended

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General Comments

- Signage/Maps:
 - Create maps and brochures (4)
 - show distances (2)
 - Show stairways and trail networks with destinations (e.g. beer, ice cream, other urban amenities)
 - Show allowed/prohibited uses
 - Develop education/warning signage around cougar sightings and safety (esp. in Pipeline/Cathedral Tree area)
 - Wayfinding signage (2)
 - Improve signage
 - Add mile markers
- New Connections:
 - River Walk along Youngs Bay
 - Expand River Walk to Tongue Point (2)
 - Expand River Walk east to Tongue Point Job Corps
 - To Warrenton/Hammond (4)
 - To Lewis & Clark National Historical Park (Fort Clatsop)
 - To Washington
 - From Astoria Column to Maritime Museum (2)
 - From Clatsop Community College connector trail to Astoria Column
 - From High School to proposed sports complex (1800 Williamsport Road) for kids
 - Staircase between Grand and Irving Avenues
 - Parkway type trail on 5th from Clatsop County Jail up to Peter Pan Market (8th & Niagara)
 - Re-establish old trail from Irving to 33rd Street
 - Add trail near 18th and Jerome to Upward Bound Trail (CCC)
 - River Walk to Astoria Regional Airport
 - From Columbia Memorial Hospital (2111 Exchange) to Irving Avenue
 - To Youngs River Loop
 - From Youngs Bay Bridge over the hill to Clatsop County Jail
 - Lewis and Clark Area
- Improvements to Social Trails
 - Maintain access to urban forest from Franklin Avenue (East Astoria)
 - Social Trails N/S of Richard Fencsak Cathedral Tree Trail are in poor condition and need improvements
 - Social trails SW of Shively – overgrown, don't like motorcycle/ATV use (1)
 - Develop these further (1)
 - Improve trail from Shively Park to Bonneville Power Administration power line (BPA line is north of Highway 202 from about 8th Street east beyond City limits) (1)
- Trail Design/Standards
 - Longer trails (long running trails in forest) (3)
 - Prefer narrow trails (less clearing)

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- Good seating areas on trails for older people
- Develop trails with good views
- Flat trails for older folks
- Regulations
 - Area/portions of trail for dogs to be off-leash
 - Prohibit ATV use (2)
 - Lock gate and sign for no ATV's at Irving Avenue (and lower Pipeline Road – James Street to Market Road in Svensen) (2)
 - Sign for no ATV use
 - Gunfire just NE of reservoir (2)
 - Williamsport Forest Road - Needs to have gate closed
 - Better response by Astoria Police Dept. when called on problems
 - Safety is a concern, increase enforcement
 - Concerned with safety along River Walk (E of Columbia River Maritime Museum and 9th to Columbia Avenue)
 - Needles, drug use is a problem (Shively Park & Pipeline Road) (3)
- Other Improvements
 - Add art/mural along 13th Street alley
- Likes
 - Doctor walks are great
 - Variety of trail types (more/less improved)
- General/Other
 - New trails!
 - Fallen leaves on trails become hazardous
 - More trails in urban forest
 - More green space in areas in West end/Niagara Avenue
 - Consider access of cruise ship tourists to trail systems
 - Establish races, possibly a marathon (2)
 - Use the right-of-way connection trails in neighborhoods
 - Need more places for dogs to run off-leash
- TSP related comments:
 - Irving Avenue - needs sidewalks from 19th Street east for getting to bottom of Richard Fencsak Cathedral Tree Trail, hard to access on road and sidewalks
 - Public Works stairs are eroding
 - Duane Street to downtown connector (steps) allow access to downtown – need maintenance they are slippery (Duane at 2nd and 3rd Streets)

Proposed Pedestrian and Bike Trails: A map showing all pedestrian accessible trails and one showing all bicycle accessible trails were displayed and participants were asked to draw in desired connections or new trails for each use. The following map, titled "Proposed Trails and Connections in Astoria," summarizes the most commonly requested new trails.

Proposed Trails and Trail Connections in Astoria

TRAILS & BOUNDARIES

Existing Trails

Proposed Trails

Proposed Trail Connection

Point of Interest

Public School

Astoria City Limits

City Parkland

Existing & Proposed Recreational Destinations

★ Downtown Astoria

★ Tapiola Park

★ The Column

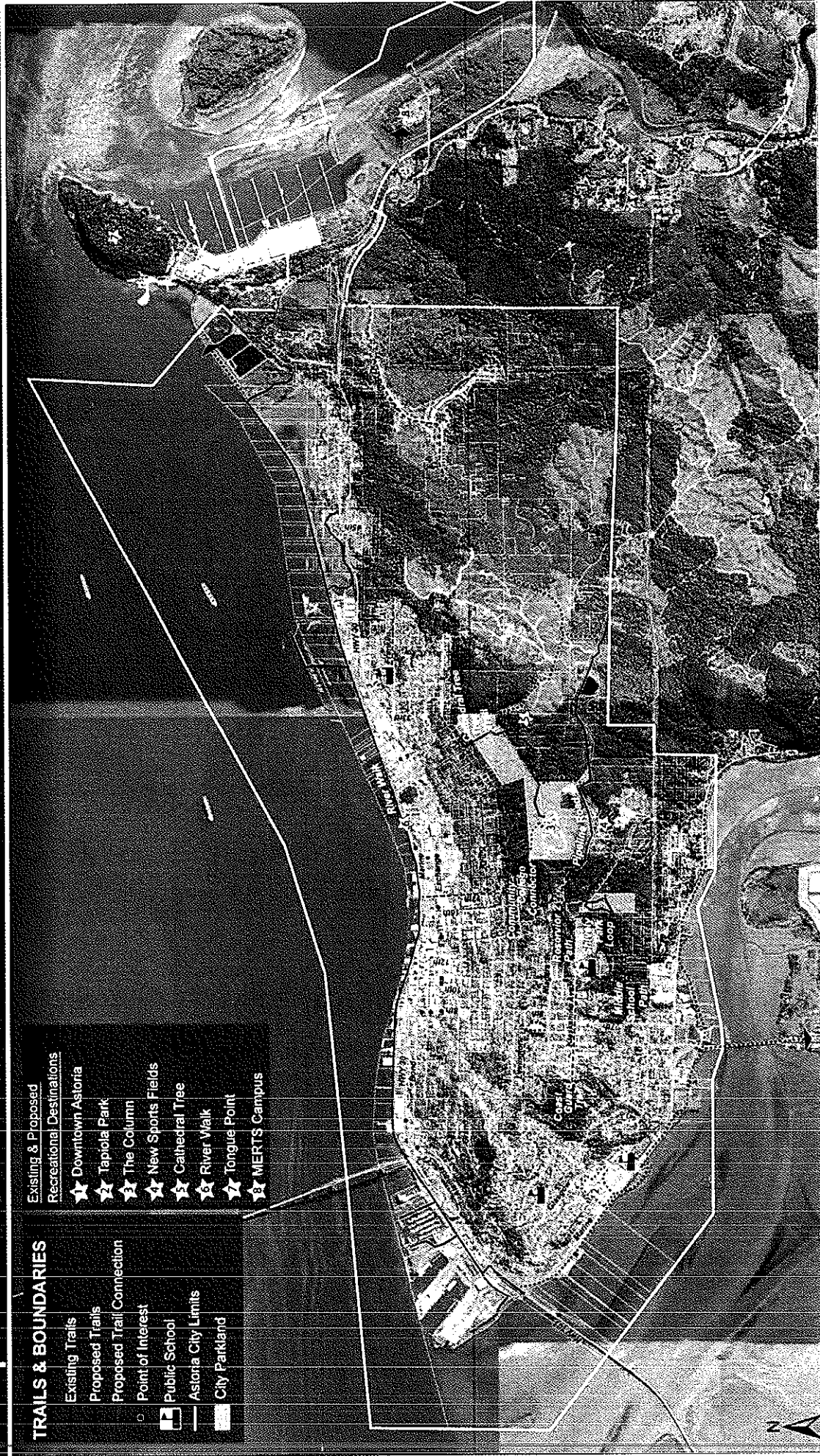
★ New Sports Fields

★ Cathedral Tree

★ River Walk

★ Tongue Point

★ MERTS Campus



0 0.25 0.5 1 Miles

Map of Astoria, Oregon
City of Astoria
11/2/2000

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Stakeholder Interviews

Interviews were conducted with stakeholders identified in the first Advisory Group meeting. Those interviewed included the following trail users and interest groups:

1. **Dog Walkers:** Annie Oliver & Sally Freeman
2. **Columbia River Estuary Study Taskforce (CREST):** Matt VanEss, Acting Director
3. **School District:** Craig Hoppes, District Superintendent
4. **Parks Board:** Tammy Loughran and Grace Laman
5. **Mountain Bikers:** Ed Jones, Jeff Libo, Bryan Mestrich
6. **Mom's Association:** Libby Lawrence and Grace Laman
7. **City Council:** Russ Warr
8. **Angora Club:** Bob Westerberg
9. **Clatsop Community College Hiking Club:** Laurie Choate
10. **Youth:** Mikey (age 9 - Lewis and Clark School), Madeline (age 6 - Astor Elementary), Alli (age 13 - Astoria Middle School), Matt (age 16 - Astoria High School)

Most interviews were conducted at the City Hall building and lasted about a half hour. Questions and responses from these interviews are combined and summarized in the following section. Additional comments from the TSP Stakeholder Interviews are also included at the end of this section.

1. Examples of favorite trails/trail characteristics. Numbers following the comment indicate the number of stakeholders who made the statement.
 - Flat (2)
 - Not isolated
 - Dog waste bags and bag disposal available
 - Wide (feel like actual trails...not possible deer trails, good for running with partner) (2)
 - Access to urban amenities
 - Diversity of views/experiences
 - Scenic and safe (from animals/people) (2)
 - Fort Clatsop trails are a favorite (2)
2. Which trails do you use most in Astoria and why?
 - From home to Astoria Column, Richard Fencsak Cathedral Tree Trail, along Irving Avenue to home (2)
 - Airport trail is used a lot
 - River Walk - Columbia River Maritime Museum to Pier 39
 - River Walk - easy to use, good connections, flat (5)
 - River Walk - visit with friends

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- Lewis and Clark School trails (across Young's Bay) is commonly used
- River Walk occasionally to safely get kids to museum or other destinations
- Pipeline Road and spurs from Pipeline Road (2)
- Like to bike off road
- Likes all the urban connectors (Public Works trails within rights-of-way)
- Shively Park
- Middle School to City Water Reservoir
- Richard Fencsak Cathedral Tree Trail is favorite because it is wooded – usually visit with family

Needs/Desires for Improved Access to/along trails

3. How do you feel about existing quantity and quality of the trail system in Astoria?
 - Richard Fencsak Cathedral Tree Trail is in bad condition, especially from boardwalk to Astoria Column (upper half); it is muddy and wet, leaves cover and create hazard, pretty steep (2)
 - Maintained well
 - Greater connectivity is important
 - More trails would be great
 - There are probably enough trails
 - Concerned with how additional trails would be maintained (2)
 - Cathedral Tree Trail feels safe
4. What are the current highlights?
 - The Astoria Column (2)
 - The River Walk: it is good for the "community"
 - Views
 - Scenery – this depends on weather. On a clear day trails with open clear views are great; on a foggy day, hiking in the forest is nice
 - Some topography
 - Long enough to get some exercise
 - River Walk, Shively Park, and Pipeline Road are trails that jogging strollers can go on
 - None yet
5. What improvements should be considered?
 - All Trails
 - Improve drainage
 - Control Invasive species along trails
 - Improve connectivity between existing trails
 - Good signage along trail
 - Add signage/education about cougars
 - River Walk
 - Illicit behavior along River Walk has improved with increased enforcement
 - Safety on the River Walk – more of an issue than it used to be
 - Feels unsafe along warehouses on West end
 - Needs additional patrolling (especially towards Safeway at 36th Street)

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- Some bums by Columbia River Maritime Museum and other spots, but mostly feels okay because of high level of use. Might feel different for females. Don't experience use conflicts.
- Some sections of River Walk (on East end) are getting overgrown
- Along the River Walk the blackberries and feral cats need to be taken care of
- High priority: complete River Walk and create "end" destination on West end and loop on East end
- Pipeline Road
 - Picnic areas at overlook area would be great
- Richard Fencsak Cathedral Tree Trail
 - Maintenance/improvement of Cathedral Tree Trail should be first priority
 - Mid Priority: Improve Cathedral Tree Trail and connectors
 - Lower portion (boardwalk to Irving Avenue) feels like a road, feel could be improved
 - Upper portion (boardwalk to Astoria Column) is steep and eroded
 - Add/keep connector from Richard Fencsak Cathedral Tree Trail to Pipeline Road
- Coast Guard Trail
 - Is a muddy mess
 - Haven't heard anything good about it
- Urban Forest
 - Make a big loop in forest if there is means to do so
 - Could use logging roads and just create signage
 - Access is a problem for ATV use – so many gates
- New Trails
 - 1st new trail should be a connector from Pipeline Road to Richard Fencsak Cathedral Tree Trail (2)
 - Connect Pipeline Road to Shively Park (3)
 - Connect Pipeline Road to destinations (e.g. Emerald Heights)
 - Add north extension of the Coast Guard Trail
 - Provide Access to Tongue Point (2)
 - Extend River Walk as much as possible (2)
 - High priority: continue River Walk along Marine Drive (South Astoria)
 - Create alternate to running on Highway 202 – enhance shoulder, provide shade
 - More trails like Richard Fencsak Cathedral Tree Trail
 - Expand trails in forested areas
 - Connect the River Walk to the Astoria Column
 - Connect River Walk to forest
 - Connect Middle School to Shively Park
- General
 - Could make off-leash dog sections of trails along East. River Walk or Shively Park
 - Off leash dog area could be connected to a walking trail to provide off-leash experience
 - Dog walkers generally don't have issues with walking their dogs on-leash (don't necessarily NEED off-leash trail)

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- Road access to column needs pedestrian access or established trail with signage (2)
 - Develop staging areas for bikers. Possible locations include Pipeline Road, end of Franklin Avenue, up by Emerald Heights (logging road access), and by the proposed sports complex
 - Small connectors (Public Works trails) maintain/keep
 - Maintaining current LOS [level of service] is first priority
 - Social trails should be low priority
 - Add soft surface along hard surfaced trails for runners (e.g. for River Walk/Pipeline Road)
 - Enhance roads for running (Alameda and Grand - people like using Niagara Avenue because it is long and flat)
 - Connect "Norm's Trail" (about 12 miles of off-road bike trails constructed by Norman Wentworth, east of Astoria on ODF land off of Claremont Road) to Pipeline Road
6. Are there specific needs/desires from this user group the City should consider when moving forward?
- Conflicting Uses
 - Conflicts for dog walkers include:
 - Other occasional off-leash dogs
 - Bikes that don't provide enough warning and dogs might run in front of bikers
 - ATV/motorized vehicles need to be on County/State land
 - Horse use conflicts with trails
 - Separate mountain biker trails and hiking when necessary or appropriate
 - Provide Amenities/Good Trail Design
 - Dog bags and disposal are effective part of helping dog users be responsible
 - Provide some larger gathering spaces along trails near schools for educational use
 - Paved paths allow for jogging strollers
 - Create trail that is between 2 to 3 miles in length
 - A variety of surfaces are good for joggers overall
 - College students would prefer less steep trails
 - Maintenance
 - Safety of trails (hazards such as debris or fallen limbs/trees)
 - Expanding trail system creates more maintenance work
 - First priority should be to manage/maintain existing trails and then new or limited trails could be developed
 - Need to find an organization/group who will coordinate trails, maintenance needs, and organize future projects
 - Regulations
 - Allow for dog use
 - Trail Specific
 - Find ways to extend Shively Park to allow jogging strollers (add paving)

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- Provide a sidewalk on East Side of 15th Street for Clatsop Community College student access to Shively Park / Pipeline Road (currently have to cross road twice for safe access)
 - Improve Williamsport Road shoulder for jogging strollers
 - General
 - Construct them for the long-term
 - Wider, well-signed paths with names and on maps help create a sense of security (vs. social trails...a bit scary). Make trails feel official.
 - Provide private landowners tax incentives or other incentives for allowing public access on private land when necessary
 - More trails for running with good surfaces would be great
 - More connectivity
 - Trails off of busy streets would be good
 - Schools have used the River Walk or the historic house tour routes for field trips
 - Peter Pan Park, Tapiola Park, Skate Park & Playground and downtown are popular spots for youth...create links/paths between them
7. Groups for potential partnerships
- Volunteer Groups:
 - Boy Scouts, Cub Scouts, Girl Scouts
 - School District (cross-country team)
 - Angora Club or other walking/hiking groups (Turnaroundtrekkers.org)
 - Volunteers through the Parks Department
 - Tongue Point Job Corps weekend workdays
 - Mom's Association does volunteer days
 - Clatsop Community College Hiking Club could volunteer
 - Skilled or Supervised Labor Resources:
 - Upward Bound: high school kids with mentors at Clatsop Community College. Objective is to get them job skills.
 - Senior Projects – require 20-30 hours of community service. They need a mentor and then they write a paper on what they did. We could help process by identifying a mentor for these types of projects (ask liaison for more info on how to make this more possible/desirable for students)
 - Tongue Point Job Corps Projects
 - Mountain bike groups (IMBA);
<http://www.imba.com/teaming/northwest-trail-alliance-nwta>
 - Possibly Correctional Facility Work for maintenance/construction
 - Get AmeriCorps to help with coordination, project management (RARE)
 - Funding Resources
 - 4H – does some fundraising for local groups and might have interest in sponsoring some dog related amenity or project.
 - Clatsop Animal Assistance – provided dog bags along the River Walk
 - Ford Family Foundation (leadership development classes pick projects to work on; also other funding opportunities)
 - Michelle Obama's "Let's Move"

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8. Any other issues with regard to trails within the City of Astoria that you would like to discuss??
- McClure Avenue to Coast Guard Housing (Klaskanine) is uncomfortable and you feel like you're trespassing. Signage would help.
 - We need a trails map with distances from one location to another
 - Tapiola Park is the most heavily used park destination
 - Shively Park has had some improvements recently to increase safety
 - Train tracks are an opportunity to connect East
 - Scandinavian Cannery Road is commonly used for access to the Urban Forest area
 - Need to consider the long term maintenance of these trails
 - Maintenance in Urban Forest needs to be planned for
 - There are lots of ATV or horse trails off of Pipeline Road
 - Motorized use and mountain bike use on the same trail is okay as long as it is regulated
 - Can design trails to keep the motorbikes off of them (tight turns that they can't make, etc.)
 - Tapiola Park is being developed as a skills park
 - For mountain bikers it would be ideal to have trails easily accessible from house
 - Worry about hunting
 - Connect trails to Warrenton
 - Connect to Fort to Sea trail
 - Connect to Astoria Regional airport from Highway 101 bridge
 - Will cost \$16 million to add pedestrian access to Highway 101 bridge
 - Old Highway 101 Astoria Bridge and Lewis & Clark bridges will be updated within the next couple years...this could provide potential to connect people to Fort to Sea Trail and Warrenton (via a trail along the dikes from River to ocean)
 - Trail from Middle School to Williamsport Road needs repair
 - Where can people park to access trails?...create good starting/staging areas
 - No restrooms near/along trails, need more opportunities along River Walk
 - Extend Astoria Regional Airport trail along dike to Old Youngs Bay Bridge
9. Other:
- The Animal Shelter will have information re: regulations for dog walkers in the area (are there off-leash areas?)
 - Could consider Historic Neighborhood Route as a trail or destination at least
 - Bikes and Beyond [retail bike shop] should know about this
 - County staff is gathering information on County trails
 - County Commissioner has trail inventory

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B2. Findings from Public Engagement Activities, Round 2

Public Engagement #2

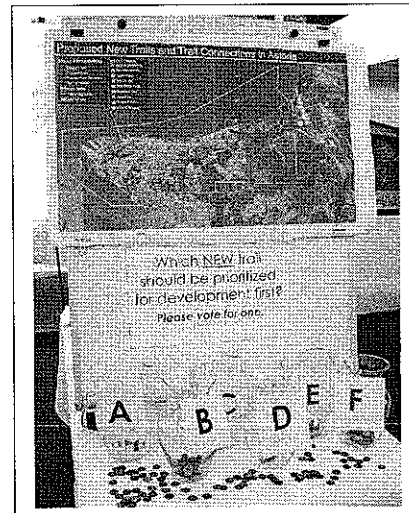
The purpose of the second round of public engagement was to ask for feedback on draft recommendations that were created from the first round of public engagement. Participants were asked to help with prioritization of recommendations and were provided the opportunity to add additional recommendations that may have been missed in Round 1. Public engagement included two public events and posting draft recommendations and maps on the City's website for review and comment.

Public Events

Two public events were held for the second stage of public engagement. The first event was October 6, 2012 from 10:00 am to 1:00 pm at Coffee Girl at Pier 39. The second event was October 7, 2012 at the Sunday Market from 10:00 am to 3:00 pm. Two main strategies were used to collect feedback at the events. First, the draft set of recommendations was printed on 4 large boards. Participants were asked to place green dots next to the recommendations they felt were most important and red dots on recommendations they disagreed with. They were limited to placing 2 green or 2 red dots per board.

The second activity looked at the top 6 most requested new trails within Astoria. Participants looked at a map showing the 6 trails, selected 1 new trail segment they wanted to see developed the most, and then placed a penny in a jar that corresponded to the trail they selected.

An estimated 153 people participated in the two events. Their comments and priorities are summarized in the following paragraphs.



Key Findings:

- The most popular new trail projects include extending the River Walk and developing an official trail through the urban forest.
- Recommendations that could be considered highest overall priority (based on receiving 10+ votes of support):
 - 1.2 Work with partners to find/determine an off-leash dog area adjacent to trail or an off-leash portion of trail **(11)**
 - 1.3 Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements. **(18)**

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- 1.3.1 Repairing poorly drained and deeply rutted sections of the Richard Fencsak Cathedral Tree Trail **(10)**
 - 1.3.5 Work with Police Department to increase patrolling of the River Walk **(10)**
 - 2.1 Expansion of the River Walk eastwards towards Tongue Point **(15)**
 - 2.2 Expansion of the River Walk along Young's Bay (along Hwy 202) to Williamsport Road **(15)**
 - 2.3 Expansion of the River Walk eastwards towards Clatsop Community College's MERTS campus **(21)**
 - 2.11 Develop one additional long route through the urban forest that connects Pipeline Road to Emerald Heights neighborhood **(11)**
 - 3.3.5 Develop trail maps for the City of Astoria that can be posted online and printed for public use. Map should include only official trails, trail names, mileage information, allowed uses, mountain bike access points/staging areas, and some key destinations including: parks, museums, historic landmarks, cruise ship landings, significant businesses, and restroom locations **(30)**
 - 4.1 Prohibited activities include: firearms, target practice, equestrian, and motorized bikes or vehicles **(16)**
 - 5.2 Implement an adopt-a-trail program for the City to utilize assistance from the many potential volunteer groups in the area **(11)**
 - 5.3 Work with partners to develop a plan for invasive species control **(11)**
- Recommendations that received the most opposition and were reviewed by City staff (note: staff comments after review are noted after each recommendation):
 - 1.3.3 Re-route sections that are highly impacted and therefore not easily maintained or repaired **(4 in favor/3 opposed)**
 - Not enough opposition to remove at this point
 - 1.3.5 Develop a plan to control invasive species and feral cats **(2 in favor/3 opposed)**
 - Remove 'feral cats' from 1.3.5 as it is a City-wide item for discussion not a trail issue
 - 2.13 Develop a trail around Tapiola Park **(2 in favor/2 opposed)**
 - Parks Board decided to keep the potential trail to allow for greater flexibility in trail planning for the future
 - 2.15 Develop a trail around Peter Pan Park **(1 in favor/2 opposed)**
 - Parks Board decided to keep the potential trail to allow for greater flexibility in trail planning for the future
 - 3.2.2 Make official trails of substantial enough width to allow for side by side walking, running, jogging strollers (on paved routes) or multiple uses. Wider trails will also help differentiate official from unofficial trails **(1 in favor/ 6 opposed)**
 - Omit based on opposition
 - 3.3.4 Create and post signage for cougar and bear safety along forested trails **(1 in favor/3 opposed)**
 - Reword to: "Provide educational opportunities regarding cougar and bear safety along forested trails "

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- 4.2 Work with public safety officials to develop a response plan for illicit behavior at trailheads or along trails **(4 in favor/ 3 opposed)**
 - o Reword to: "Coordinate with public safety agencies to develop a plan to address illicit behavior throughout the trail system."
- 4.3 Define access points and routes for Astoria Police Department vehicles **(3 in favor/3 opposed)**
 - o Omit

Top New Trails Prioritized:

- #1: Extend the River Walk along the south side of Astoria (R2.3). **58 votes**
- #2: Extend the River Walk eastwards towards MERTS campus (R2.2). **41 votes**
- #3: Develop an official trail through the Urban Forest (R2.11). **38 votes**
- #4: Develop trail from the Clatsop Community College Connector to the Astoria Column (R2.6). **7 votes**
- #5: Develop a trail from Shively Park to proposed sports complex (R2.7). **6 votes**
- #6: Develop a trail from Columbia Memorial Hospital (2111 Exchange Street) to Irving Avenue (R2.10). **3 votes**

Priorities

1. Trail Maintenance & Improvements		Votes	
	Recommendations	For	Against
1.1	Designate 1 to 2 staging areas for mountain bike users. Staging areas act as trailheads with a slightly higher level of development, including areas for parking, waste disposal, signage and wayfinding, and possibly potable water and restroom facilities. Possible locations for these include the proposed sports complex (1800 Williamsport Road), Emerald Heights, Mill Creek Road, or Pipeline Road	5	0
1.2	Work with partners to find/determine an off-leash dog area adjacent to trail or an off-leash portion of trail	11	1
1.3	Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements. A Maintenance/Improvement Plan should address the following trail specific considerations and desires collected through this planning process:	18	0
1.3.1	Prioritize the following trail improvements on Richard Fencsak Cathedral Tree Trail: <ul style="list-style-type: none"> • Repair poorly drained and deeply rutted sections of trail, • Re-route sections that are highly impacted and therefore not easily maintained or repaired, and • Either re-route or add steps in areas of significant grade. 	10 4 3	2 3 0
1.3.2	Prioritize the following trail improvements on the Clatsop Community College Connector:		

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	<ul style="list-style-type: none"> Make grade more accessible with use of steps or switchbacks. 	4	0
1.3.3	Prioritize the following trail improvements on the Coast Guard Trail: <ul style="list-style-type: none"> Work with Coast Guard to determine future plans for trail, and Provide assistance with trail signage and amenities. 	1 0	0 0
1.3.4	Prioritize the following improvements to Pipeline Road: <ul style="list-style-type: none"> Provide dog bags and garbage cans, Improve wayfinding and regulation signage, and Provide benches along road (especially at overlooks.) 	4 1 0	0 0 0
1.3.5	Prioritize the following trail improvements to the River Walk: <ul style="list-style-type: none"> Work with Police Department to increase patrolling of trail, Increase signage to encourage good trail etiquette, and Develop a plan to control invasive species. 	10 2 2	 1 3
1.3.6	Work with School District to improve the Middle School Trail: <ul style="list-style-type: none"> Mark trailheads, and Provide large gather spaces along trail for educational purposes. 	4 5	1 0

2. New Trail Development		Votes	
<i>The following are a list of new trails to be constructed in Astoria. There was strong approval for new trails that increased connectivity between existing trails and some preference for new trails that would create "new experiences" such as developing longer routes for runners and bikers to enjoy.</i>			
	Recommendations for New Trail Segments	For	Against
2.1	Expansion of the River Walk eastwards towards Tongue Point	15	0
2.2	Expansion of the River Walk eastwards towards Clatsop Community College's MERTS campus	15	1
2.3	Expansion of the River Walk along Young's Bay (along Highway 202) to Williamsport Road	21	0
2.4	Provide clear connections from the River Walk to the Astoria Column	2	1
2.5	Create trail connections from the eastern River Walk extensions to the urban forest trails	7	0
2.6	Establish/improve a trail from Clatsop Community College Connector up to the Astoria Column	6	0
2.7	Develop a trail that extends from Shively Park, crosses Williamsport Road, connects to the proposed sports complex	2	0
2.8	Develop a connector from the proposed sports complex to Pipeline Road	2	0
2.9	Develop a connector from Pipeline Road to Richard Fencsak Cathedral Tree Trail that is on public property	4	0

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2.10	Develop a connector from Irving Road to the River Walk at Columbia Memorial Hospital (2111 Exchange Street)	5	0
2.11	Develop one additional long route through the urban forest that connects Pipeline Road to Emerald Heights neighborhood	11	0
2.12	Plan for future connections to this trail (2.11) from the east (Scandinavian Cannery Road), north (44th & Franklin), south (Pipeline Road), and west (Richard Fencsak Cathedral Tree Trail)	5	0
2.13	Develop a trail around Tapiola Park	2	2
2.14	Work with the Coast Guard to expand the Coast Guard Trail northward	0	0
2.15	Develop a trail around Peter Pan Park (6th and Niagara Avenue)	1	2
2.16	Work with the School District to develop a trail from the Middle School to Shively Park	3	0

3. Trail Design Standards & Amenities		Votes	
3.1	Recommendations for Trailheads	For	Against
3.1.1	Include dog bags for pet waste at each trailhead	8	0
3.1.2	Provide garbage cans at each trailhead	8	0
3.1.3	Provide trail name, wayfinding, and regulation signing at each trailhead (see signage section)	2	0
3.2	Recommendations for Trails	For	Against
3.2.1	Provide connectivity by creating loops whenever possible	7	1
3.2.2	Make official trails of substantial enough width to allow for side by side walking, running, jogging strollers (on paved routes) or multiple uses. Wider trails will also help differentiate official from unofficial trails	1	6
3.2.3	Route trails to take advantage of scenery and viewpoints	8	0
3.2.4	Provide seating opportunities occasionally along trails	6	0
3.2.5	Provide soft surface path for runners along paved trails when possible	1	0
3.3	Recommendations for Signage	For	Against
3.3.1	Develop official names for each trail in Astoria so that it can be signed and clearly defined for public use	2	0
3.3.2	Add signage with trail name, map of its location, and restricted uses at each trailhead	8	0
3.3.3	Add mile markers along trail routes	9	0
3.3.4	Create and post signage for cougar and bear safety along forested trails	1	2

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3.3.5	Develop trail maps for the City of Astoria that can be posted online and printed for public use. Map should include only official trails, trail names, mileage information, allowed uses, mountain, bike access points/staging areas, and some key destinations including: parks, museums, historic landmarks, cruise ship landings, significant businesses, and restroom locations.	30	0
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4. Trail Regulations and Safety		Votes	
	Recommendations	For	Against
4.1	Prohibited activities include: firearms, target practice, equestrian, and motorized bikes or vehicles	16	3
4.2	Work with public safety officials to develop a response plan for illicit behavior at trailheads or along trails	4	3
4.3	Define access points and routes for Astoria Police Department vehicles	3	3
5. Trail Management & Funding		Votes	
	Recommendations	For	Against
5.1	Trail funds should be prioritized for maintenance first and then for new trail development	9	2
5.2	Implement an adopt-a-trail program for the City to utilize assistance from the many potential volunteer groups in the area	11	0
5.3	Work with partners to develop a plan for invasive species control	11	0
5.4	Designate a Trail Coordinator within the Parks Department to track progress, coordinate trail projects, and proactively engage volunteers to accomplish trail goals	7	0
5.5	Develop a Parks/City internship or AmeriCorps position to assist the Trails Coordinator	4	0
5.6	Work with partners to establish walk/run/bike events along trails to raise money and awareness about trails. Utilize these events as opportunities to recruit volunteers, host work days for trail improvements, advertise donors/partners, and provide information about proper trail etiquette.	9	0

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B3. Public Survey Sample

City of Astoria Trail Use Questionnaire

- 1) Do you currently use the trails within the City of Astoria?
 - ☐ Yes
 - ☐ No
 - ☐ Unsure

- 2) How often do you use the trails within the City of Astoria?
 - ☐ Daily
 - ☐ Once a week
 - ☐ Once a month
 - ☐ Once a year
 - ☐ Never

- 3) If you rarely use the trails, why not? Please check all that apply.
 - ☐ Don't know they are there
 - ☐ Don't know how to access them
 - ☐ Activities I'm interested in are not supported by the current trails
 - ☐ Concerned with condition of trails
 - ☐ Not applicable, I use the trails
 - ☐ Other: _____

- 4) Which activities do you currently participate in on trails within the City? Which activities would you like to do in the future?

	Current Use	Future Use		Current Use	Future Use
Walking/Hiking			Birding		
Pet Walking			Nature Observation		
Trail Running			Photography		
Mountain Biking			Orienteering/Geocaching		
Road Biking			Animal Tracking		
Rollerblading/Skateboarding			Foraging		
Horseback Riding			Commute to Work/School		
Motorcycle			Waterfront Access		
ATV			Other: _____		

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5) Of these activities, please rank the three you prefer the most.

1: _____

2: _____

3: _____

6) Within the City of Astoria, which is your favorite existing trail to use?

☐ River Walk

☐ Shivley Park Trail

☐ Cathedral Tree Trail

☐ Pipeline Road

☐ Other: _____

7) Why is this your favorite trail?

8) Do any of the following activities negatively impact your experience on trails? Please check any or all that apply.

Walking/Hiking		Birding	
Pet Walking		Nature Observation	
Trail Running		Photography	
Mountain Biking		Orienteering/Geocaching	
Road Biking		Animal Tracking	
Rollerblading/Skateboarding		Foraging	
Horseback Riding		Commute to Work/School	
Motorcycle		Waterfront Access	
ATV		Other: _____	

9) Which items below are most important to you as a trail user? Check all that apply.

Trailhead parking for vehicles		Educational signs	
Trailhead parking for trailers		Bicycle racks	
Directional signage at trailhead		Trail maps/guidebook	
Directional signage along trail		Properly maintained trails	
Posted regulations		Potable water	
Toilets		Bags to clean up after dogs	
Garbage cans		Viewpoints	
Picnic tables		Benches along trail	
Protection of native species		Other: _____	

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- 10) If the City were to obtain funds specifically for trails in Astoria, how do you think that money should be allotted? Please prioritize the following list in order from most important (1) to least important (5).

_____ New trail development
_____ Addition of trail amenities (benches, signage, etc.)
_____ Maintenance
_____ Close poor/eroded trails
_____ Increased Law Enforcement
Other: _____

- 11) For **new trail development**, please prioritize the following list in order from most important (1) to least important (3).

_____ Where trails don't currently exist
_____ To improve connectivity of existing trails
_____ To replace trails or segments of trail that are in poor condition

- 12) For **maintenance**, please prioritize the following list in order from most important (1) to least important (3).

_____ Repair eroding sections
_____ Brush and log clearing
_____ Trash removal

- 13) Please check how much a year you would be willing to donate to local trail maintenance organizations.

☐ \$100
☐ \$75
☐ \$50
☐ \$20
☐ \$10
☐ None

- 14) Would you be willing to volunteer to maintain and/or construct trails?

☐ Yes
☐ No

- 15) Please contribute any additional comments or suggestions regarding Astoria's Recreational Trails.

- 16) Do you live within Astoria's City Limits?

☐ Yes
☐ No

If no, where do you live? _____

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17) If so, in which neighborhood do you live?

- ☐ Alderbrook/Tongue Point
- ☐ Uppertown
- ☐ Downtown
- ☐ Uniontown
- ☐ Smith Point
- ☐ South Slope/ Williamsport
- ☐ Hilltop/ Peter Pan
- ☐ Unsure
- ☐ None of the above

18) Which category below includes your age?

- ☐ 14 or under
- ☐ 15-19
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60 or older

19) If you would like to be placed on a mailing list for trail info and volunteer opportunities please provide the following information. (Your information will be used only to contact you for future public involvement or volunteer opportunities related to the Astoria Recreational Trails Project. Survey answers will remain anonymous.)

Name:

Address:

Phone:

E-mail:

When completed please drop off or mail to: Community Development Department
Astoria City Hall
1095 Duane Street
Astoria OR 97013

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Appendix C: Funding Resources

Common methods for funding trail projects include the following:

- Taxes: including sales, tourism, and excise¹ taxes
- Bonds
- Government programs
- Foundation donations
- Grants

There are many other alternatives available. The following ideas for fundraising and grant opportunities have been collected from a variety of sources. They are arranged in the following categories: Grants & Creative Funding Strategies. Additional funding opportunities are listed in the Oregon Non-Motorized Trail Plan (2005-2014).

Grants

American Hiking Society: provides the National Trails fund to non-profits who wish to build or maintain trails. You must become a member to apply and applications are due in December. For more Info: www.americanhiking.org/NTF

Bike's Belong Coalition Grants Program: provides grants nationally for both facility and advocacy related bike projects. Projects can be related to mountain biking, paved road bike routes, or even other bike related improvements. Local municipalities are encouraged to partner with a local "advocacy" group when applying for these grants. For more information: <http://bikesbelong.org/site/page.cfm?PageID=21>

Meyer Memorial Trust: has multiple grants for non-profits. For more information: <http://www.mmt.org/grants>

National Park Service Rivers & Trails Program: will provide technical assistance with trail projects. Assistance includes planning, community collaboration and outreach, funding research and training on construction techniques. For more information: <http://www.nps.gov/ncrc/programs/rtca/index.htm>

¹ According to the American Trails Association's website Colorado Springs implemented a \$4 excise tax on all new bicycles sold in the region and raised over \$60,000/year

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Creative Funding Strategies

Membership Campaigns: get individuals and / or organizations to sponsor a trail and make annual contribution towards its' improvements and maintenance.

Buy-a-Foot-of-Trail Campaign: public campaign that would be most helpful for River Walk expansions.

Merchandise Sales: get local artist to design fun logo on water bottles, umbrellas, or sun caps that can be sold to residents and tourists.

Events: have local event geared towards raising money for trails. Could be as simple as a guided hike several times per year to a walk-a-thon or hike-a-thon.

"Change for the Better" Program: local merchant donates 25 cents into a jar for each sale and asks customers to match it. Would be a good fit for an outdoor store or bike store in town.

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Appendix D: Recommended Code Amendments

The following are a list of potential code amendments based on recommendations in the Astoria Recreational Trail Master Plan. Changes, additions, and justifications for each amendment are provided in the following paragraphs.

Amendments to Existing Comprehensive Plan

Additions noted in underlined italics; deletions noted with ~~strikeout~~.

CP.260. Background Summary (Paragraph 4, line 2)

A Trails Master Plan was adopted in April 2006 and later updated in 2012. The Plan ~~which~~ included mapping and ~~an~~ inventory of existing trails and potential new trails requested by the public. The Plan made recommendations on trail maintenance and improvements, new trail development, trail design standards and amenities, trail regulations and safety, and trail management and funding. ~~multiple uses of the trail system and made suggestions for future studies concerning mapping and location of trail connections for the City's trails~~

Justification: General update

CP.265.10. Conclusions and Problems

~~Mixed u~~Use of the trail system by ~~pedestrians, motorized and non-motorized~~ vehicles creates potential conflicts and problems that may be able to can be addressed by ~~restriction of~~ restricting vehicular uses on ~~certain~~ trails within the City limits.

Justification: Recommendation 4.1 in the Trail Master Plan lists "motorized bikes and vehicles" as prohibited uses of trails.

CP.275.8. Policies

The Parks and Community Services Department, in cooperation with the City's Engineering Department and other agencies, should recommend, and periodically update, a long range park & trail maintenance and improvement program.

Justification: Trail Master Plan recommendation 1.3 states, "Develop a Maintenance/Improvement Plan that addresses the specific needs for each of the trails. The plan should include frequency for regular clearing and a prioritized list of repairs and needed improvements."

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CP.275.9. Policies

Ways should be explored for the development of hiking and bike trails along appropriate City streets, railway rights-of-way, utility corridors, and park access routes as per recommendations in the Transportation System Plan and the Recreational Trail Master Plan. To the extent possible, such trails will utilize existing City maintained trails and provide linkages to major park lands and other public facilities. Planning for trails must consider such limitations as topography, climate, maintenance and development costs, adjacent landowner concerns, legal access to the trails, and should emphasize intensive use areas.

Justification: This inclusion is intended to provide more specific guidance on already proposed bike & pedestrian routes in the City by referring directly to the documents where these recommendations are listed.

CP.275.19. Policies

The Astoria Column Park should be used as the main trail head for the City trail system. However, additional designated parking areas considered should be located near the Cathedral Tree on Irving Avenue, at the ends of James Street, Franklin Avenue, and Spruance Avenue, at the Clatsop Community College, the west end of the River Walk at Smith Point/Port area, and at the proposed sports complex located at the former Transfer Station (1800 Williamsport Road).

Justification: The Clatsop Community College Connector provides access to the proposed urban forest trail system and is currently being used by some residents as a point of access. The west end of the River Walk has an established parking lot owned by the Port for trail access. The proposed sports complex has been proposed as a mountain bike staging area (recommendation 1.1 in the Trail Master Plan) and new trails are proposed that would link the complex to both Shively Park (R2.7) and Pipeline Road (R2.8).

CP.275.20. Policies

The City trail system use should be limited as follows:

- A. Pedestrian Trails: Pedestrian trails in the City permit foot traffic only. Pedestrian trails include the Clatsop Community College Connector, City Water Reservoir Path, Middle School Path, and Coast Guard Trail. The Astoria Urban Forest Trail System should be limited to non-motorized use to accommodate pedestrian use and mountain bike use. The Cathedral Tree Trail should remain a hiking trail for foot traffic only. Pipeline Road and a route from Emerald Heights to Pipeline Road should not be limited to only pedestrian and non-motorized use to allow a connection to other potential trail systems.

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B. Multiple-Use Trails:

1. Soft Surface Trails: Bike and pedestrian use are the only allowed uses on soft-surface trails designated as multiple-use. Multiple-Use Soft Surface Trails include Richard Fencsak Cathedral Tree Trail, and any new trails that are developed within the Urban Forest.
2. Hard Surface Trails: Multiple-use trails with hardened surfaces, such as the River Walk, also allow other non-motorized activities such as skateboarding and rollerblading. Multiple-Use Hard Surface Trails include the River Walk, Shively Park, Pipeline Road, and any new hard surfaced trails that are developed within the Urban Forest.

C. Trail use classifications shall not exclude use by "wheelchairs" as defined in the American With Disabilities Act.

Justification: The Trail Master Plan (recommendation 4.1) prohibits motorized use on trails. The re-wording of this policy is intended to reflect this change as well as to clearly define allowed uses on each of the proposed trail types: multiple-use soft surface trails, multiple-use hard surface trails, and pedestrian trails. It also provides guidance on how each existing trail is classified within these categories.

CP.275.21. Policies

~~The City should study and evaluate the east area of the urban forest identified as the "Multiple Use Study Area" in the Trails Master Plan before it is developed.~~

Trail improvement projects and new trail development should follow recommendations 3.1 through 3.3 under Trail Design Standards & Amenities within the Astoria Recreational Trail Master Plan.

Justification: The "multiple use study area" no longer exists on the Master Plan. To assure consistency of trail quality and amenities throughout the trail system.

CP.275.24. Policies

Add a new policy.

Prohibited uses include the use of firearms, target practice, equestrian, and motorized bikes or vehicles.

Justification: To be consistent with recommendation 4.1.