

Astoria RIVERFRONT VISION PLAN

Draft Vision Plan



December 2008



THE CITY OF ASTORIA, OREGON

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The Draft Vision Plan is a culmination of the work completed over the past nine months for the Astoria Riverfront Vision Plan and serves as a draft product for the first phase of the two-phase process. Over this time, hundreds of Astorians have participated in community and steering committee meetings, stakeholder interviews and surveys, and two community-wide forums. Most recently, core elements of the Draft Astoria Riverfront Vision have been on display throughout the City, including:

- ◆ Natural features and open spaces
- ◆ Land use and urban design
- ◆ Transportation and other public improvements



This document is a preliminary plan based on this work. It is not the final product of the Visioning process. As part of the second phase, the Vision Plan will be expanded and refined further to address a number of unresolved issues. That phase will culminate in a report that builds on the Draft Vision Plan document, describing the Vision

in more detail, including how the Vision will be implemented. The Phase 2 report will include items such as:

- ◆ An expanded description of land uses and levels of development, opportunity areas, resources that should be protected or enhanced and the types of actions needed to implement the vision.
- ◆ A conceptual land use map that identifies proposed land use concepts and changes to realize the vision, including specific types of land uses envisioned within specific areas or zoning districts; changes in height or density; or emphasis on certain types of building design.
- ◆ Potential changes to the City's zoning ordinance needed to implement the vision, such as allowable uses, building heights, setbacks, historic preservation overlay zones, landscaping or other site or development standards.
- ◆ Proposed public improvements needed to achieve the vision. These are expected to include transportation connections or improvements, parks, plazas or other gathering places, among others.
- ◆ Economic issues and strategies associated with implementation of the elements described above, including the need for public funding to implement public improvement projects.
- ◆ Proposed policy recommendations to implement the vision and how they would impact development potential, natural resources and community character.

This second phase will commence around the beginning of 2009.

INTRODUCTION

Due to its beautiful location, burgeoning artist community, unique civic character and strategic investment, the City of Astoria is a growing and vital community. Astoria's riverfront has experienced increased interest for new in-fill and redevelopment projects and proposals in recent years. These projects include the Liberty Theater, Hotel Elliott, Red Building, Pier 39, Cannery Pier Hotel, and new residential development. While such projects have helped transform Astoria's economy, these changes have caused concern that the community's quality could be affected by the current pace of development. Some of the concerns stem from changes to the physical or built environment while others stem from how these projects could affect the diversity of the local population. As a result, the city is working with the community to help establish a comprehensive riverfront vision, ensuring equitable riverfront growth by balancing development with the desire to preserve Astoria's quality of life and connection to its unique history.

The results of this riverfront planning and community visioning process will help guide the future use, preservation and development of private and public lands adjacent and close to the Columbia River. This preliminary Vision Plan is the result of the first phase of the visioning process.

This initial Vision Plan addresses the following issues, among others:

- ◆ Implementing opportunities to create a vibrant new edge along the riverfront, as well as cross connections back into the heart of the downtown and other adjacent areas.
- ◆ Using new landscape treatments to further energize the area along its linear promenade and trolley connections.
- ◆ Achieving pedestrian connectivity and safety through creative and sensitive urban design that balances the opportunity to create places, spaces and crossings that bring the riverfront and the hillside together, while managing the flow of through traffic.
- ◆ Protecting important view corridors, open space areas, and scenic vistas as seen from multiple vantage points.
- ◆ Establishing opportunities for a range of events and activities along the riverfront to entice visitors and residents.

In order to address these issues, a varied mix of stakeholders with many different viewpoints were involved to gain input from year-round businesses owners and residents, as well as seasonal retailers and second home owners.



VISION PRINCIPLES

The following draft vision statements were developed through the work of the Astoria Riverfront Vision Steering Committee, insights gathered from stakeholder interviews and comments from community forums. While the overall vision statements have received strong support, some of the more specific statements beneath them have generated mixed feedback and will be refined or updated during the second phase of the project based on feedback during this first phase of visioning. Ideas which have not generated a large majority of support based on surveys conducted during this first phase of the visioning process are shown in italics below.

Promote physical and visual access to the river.

- ◆ Maintain current areas of open space and create new open space areas
- ◆ Provide for public access to the river within private developments
- ◆ Retain public ownership of key sites along the riverfront
- ◆ Protect viewsheds along the river, including corridors and panoramas from key viewpoints
- ◆ Use alternative development forms (e.g., clustered development, narrower, taller profiles) to preserve views

Encourage a mix of uses that supports Astoria's "working waterfront" and the city's economy.

- ◆ Maintain the authentic feel of the riverfront
- ◆ Prioritize siting of water-related businesses along the river
- ◆ *Allow for some residential development along the riverfront*
- ◆ *Concentrate development to support downtown and other commercial areas*

- ◆ Limit development in areas with most significant impacts on open space, view or other resources
- ◆ *Promote uses that both provide jobs and attract visitors*

Support new development that respects Astoria's historical character.

- ◆ Enhance or refine development codes to achieve vision principles
- ◆ Implement design review, design standards or other tools to guide the appearance of new development
- ◆ Devote resources to rehabilitating old structures



Protect the health of the river and adjacent natural areas.

- ◆ Protect natural areas for wildlife viewing
- ◆ Replace invasive plants with native species
- ◆ Incorporate natural elements in the design of future public and private improvements

Enhance the River Trail.

- ◆ Maintain, repair, extend and enhance the 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



HISTORY/EXISTING CONDITIONS

Commercial development occurred along the riverfront from 1850 to 1900 in the form of canneries, sawmills, wharfs, warehouses, machine shops, stores and hotels. Due to the city's topography, growth was restricted to flat areas at the base of surrounding hills and on timbered pilings over the shoreline. In 1891 the riverfront was the site of 22 canning facilities and home to the salmon packing industry as well as a few saw and planing mill industries.

A devastating fire in 1922 destroyed structures on more than 40 acres downtown. A system of wood-planked streets supported by wooden viaducts allowed the fire to pass underneath and spread quickly. Reconstruction saw a widening and rebuilding of the downtown street system. Concrete "chair walls" were built on pilings located along curb lines. Spaces between the walls were filled with sand dredged from river, and concrete pavement was placed over the fill. The hollow sidewalks allowed for all wired utilities to be placed underground. New sidewalks, street lighting and signage were added to complement new buildings constructed of brick or concrete and plaster. Commercial activity was focused between Marine and Exchange streets. Industrial activities were concentrated north of Commercial Street between 5th and 17th streets. Sheds with gable roofs were

constructed on the edge of the shoreline on pilings to house activities such as such as canneries, net drying and storage.

The past 40 years have seen the salmon and timber markets decline while the City has embarked on a number of planning efforts with a general goal of staving off the decline and supporting new markets:

- 1968** A downtown improvement Plan recommended recruiting an anchor department store to compete with shopping malls.
- 1976** The Waterfront "People Place" System plan created public spaces along the waterfront.
- 1985** The Waterfront Revitalization Plan focused on redevelopment and tourism and encouraged the preservation of older, architecturally significant buildings over parking.
- 1990** The Waterfront Planning Study ("Murase Plan") attempted to "bring the public to working waterfront" with river parks and dock improvements.
- 1997** The Gateway Master Plan concentrated on employment and entertainment.





Over the last several years, significant growth and development in the riverfront and downtown areas have reversed decades of decline and Astoria is again a growing, vital community thanks to deliberate and incremental local planning and action. Downtown has been revitalized with art galleries, fine restaurants, eclectic shops and historic hotels. The River Trail, Maritime Museum and other family-oriented attractions and recreational activities supports the local population as well as draws visitors from across the country. This revitalization has brought Astoria economic benefits as well as concerns about the City's ability to maintain the community's historical character and its residents' quality of life.

Astoria is proving to be increasingly desirable as a place for urban residential development – including rapidly expanding interest in the riverfront. While the current national and statewide economic slowdown is likely to create a lull in this market, even more robust opportunities could materialize in the years ahead as the market rebounds. Costs associated with developing on the riverfront are relatively high – requiring pricing to a more upper end clientele. Higher prices are more likely to

attract second home owners and new residents to Astoria, rather than local buyers.

Much of the land along the riverfront is privately owned. However, public or quasi-public agencies such as the City, Port of Astoria and State of Oregon own a number of properties along the riverfront. In addition, any land that was under water on May 28, 1963 is owned by the State of Oregon and managed by the Oregon Division of State Lands (DSL). Anyone can apply for a lease to use these submerged lands. In most cases, when someone applies for a lease DSL is required to offer the individual or entity with “first right of refusal” rights to lease the property for the same purpose. If that individual or entity chooses not to apply for a lease, DSL offers the opportunity to lease the land through a competitive bidding process. DSL also must consider Public Trust principles in reviewing leasing decision for submerged lands, including the principle that the general public has a right to fully enjoy these resources for a wide variety of public uses including commerce, navigation, fishing, and recreation. Page 10 includes a map showing those properties that currently have leases, as well as which type of property owner (public or private) would have first right-of-refusal for a lease of other properties.

Use of over-water areas has to be compatible with the Astoria Comprehensive Plan and Development Code. Land within the riverfront area is zoned and used for a variety of purposes. The area is home to an eclectic mix of commercial, industrial, residential and civic uses. Conditions related to property ownership, use and zoning are shown on the following maps.

Property Ownership Map



ASTORIA WATERFRONT VISION PLAN
Existing Conditions: Public Ownership

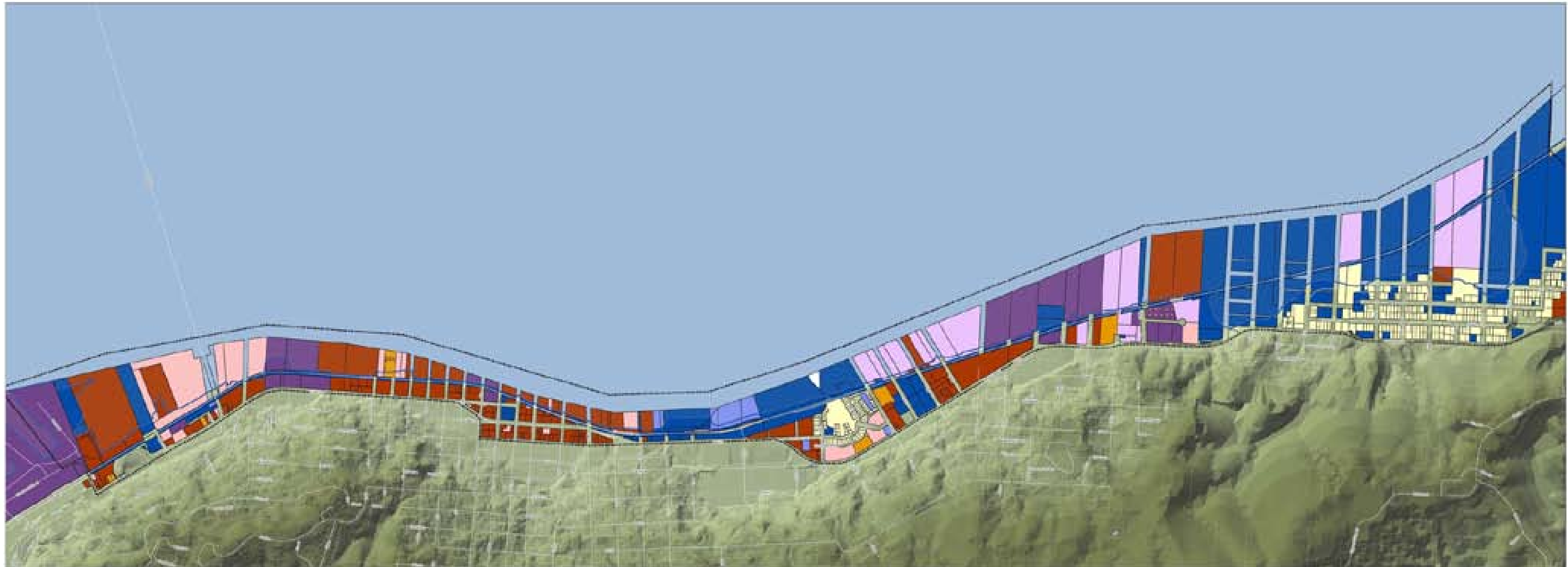
waterfront study area	City of Astoria	City of the River Maritime Museum	TAXLOT LOCATION
shoreline	Port of Astoria	Other Public Ownership (OOO, CDS)	portion of taxlot (at least)
Clatsop County			submerged portion of taxlot (State ownership)
			submerged portion of taxlot (based from State)

The responsibility for data collection, analysis, and interpretation is the responsibility of the user. The City of Astoria is not responsible for any errors or omissions in this map. The City of Astoria is not responsible for any damages or liabilities arising from the use of this map. The City of Astoria is not responsible for any claims or damages arising from the use of this map. The City of Astoria is not responsible for any claims or damages arising from the use of this map.

0.5 Miles

Note: This map identifies tax lots shown on the tax roles as owned by public jurisdictions. In addition, submerged land located along the Columbia River, in most cases, continues to be owned by the State of Oregon. Public or private entities may lease the overwater properties from the State. A more detailed map that indicates the leasing status of specific parcels is being prepared and will be included in a subsequent draft of this document.

Existing Land Use Map

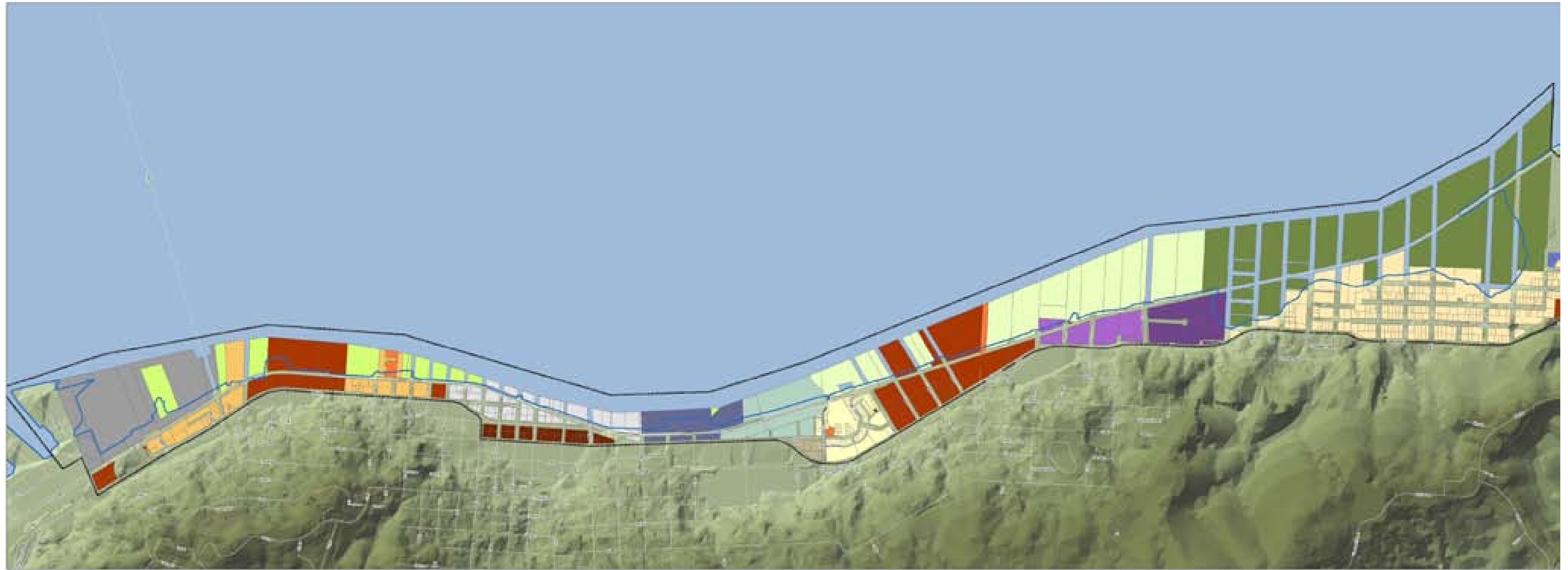


ASTORIA WATERFRONT VISION PLAN
Existing Conditions: Land Use

waterfront study area	LAND USE	Commercial - Vacant	Industrial - Vacant	Public - Vacant
shoreline	Misc: Vacant	Commercial - Non-vacant	Industrial - Non-vacant	Public - Non-vacant
submerged	Residential	Industrial - Non-vacant w/ Multiple Housing		<small>(Public: City, County, local, state, federal)</small>
	Multiple Housing			

1 Miles

Zoning Map

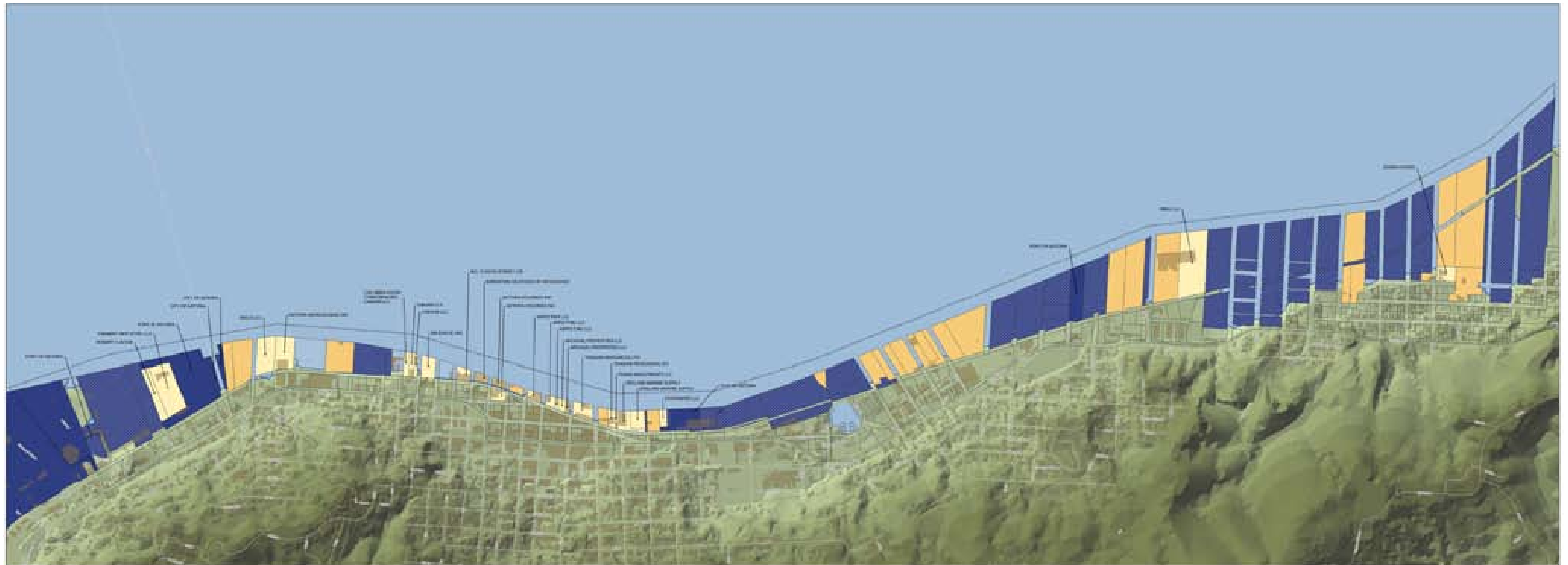


ASTORIA WATERFRONT VISION PLAN
Existing Conditions Zoning

Legend	
	waterfront study area
	shoreline
	Residential Development
	Residential Development
	Residential Conservation
	Maritime Heritage
	Institutional
	Tourist Commercial
	General Commercial
	Central Commercial
	General Industrial
	Marine Industrial
	Attached Housing - All-Point
	Medium Density Residential
	High Density Residential
	Local Service
	Recreation - Recreation
	General Development Shorelands
	Tourist-Oriented Shorelands



Over Water Leasing Information Map

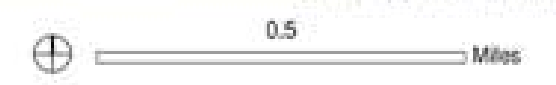


ASTORIA WATERFRONT VISION PLAN
 Existing Conditions: Over Water Leasing Information

OVER WATER LEASING INFORMATION

waterfront study area	private lease from DSL	no current lease; private entity has first right of refusal
shoreline	public lease from DSL	no current lease; public entity has first right of refusal

This map is based on information provided by the Division of State Lands (DSL).
 No warranty, condition, representation, or other assurance is made by the City of Astoria for the accuracy or completeness of the information shown on this map.
 Accuracy of information shown on this map is not guaranteed.



VISIONING PROCESS

The Draft Astoria Riverfront Vision has been developed through an intensive community engagement process. Residents, property owners, business owners and visitors have had a variety of opportunities to participate. A brief description of public involvement opportunities is below. More complete summaries of these activities can be found in the appendices to this Plan:

- ◆ A **Steering Committee** appointed by the Mayor to represent a broad range of interests and guide the vision process. The committee has met five times and their activities have included providing recommendations on key project issues and decisions; commenting on work products; guiding public involvement efforts; communicating with members of the community; hosting public events; encouraging community members to participate in the project; and acting as liaisons to specific constituencies or interest groups.
- ◆ Ten **interviews** were conducted with more than 40 representatives of various stakeholder groups in March and April, 2008. The purpose of these interviews was to gather initial observations and insights in regards to riverfront-related issues. The groups included people who represent a wide range of interests, including riverfront property owners and developers, residents of adjacent neighborhoods, local business



people, representatives of environmental, historic preservation and other groups. Stakeholders were asked to comment on a number of riverfront issues, including areas of focus, opportunities and constraints, key access points and examples of good waterfront development/design.



- ◆ Three **community forums** were held to solicit ideas from citizens and allow them to comment on work products. The first forum kicked off the public process in April, 2008 and was attended by approximately 230 people. After a presentation of Astoria's riverfront history and project overview, forum participants discussed important issues facing the riverfront, using the same questions utilized in the stakeholder interviews.

Approximately 75 people participated in the second community forum, held in June, 2008. The community forum used an open house format in which participants were able to comment on multiple topics through a variety of activities, including:

- ◆ Viewing of a presentation on the goals of the Riverfront Vision Plan
- ◆ Commenting on an opportunities and constraints map

- ◆ Using Lego blocks to show desired building heights, sizes and shapes
- ◆ Reviewing photos to indicate preferred building designs
- ◆ Learning about existing planning requirements and processes
- ◆ Commenting on existing conditions maps
- ◆ Editing and commenting on draft vision principles

The draft Riverfront Vision Plan was presented at the third community forum in November, 2008. Before and after a presentation of the draft Plan, approximately 85 to 100 people viewed and provided comments at several open house stations that displayed core elements of the draft Vision Plan. Core elements include: vision principles, natural features, land use and transportation and public improvements.

- ◆ A **series of maps** was created to illustrate core elements of the vision: natural features, land use and transportation. Each map was displayed for approximately one month at eleven rotating locations throughout the City for public review. Steering committee members and City staff hosted 19 small meetings at these locations to explain the work that had been done to date and answer questions. Surveys accompanied the natural features and land use maps to solicit public comments on those elements and the vision principles. Comments on the transportation maps were gathered at the third community forum.
- ◆ A **school kids program** to engage young people in the visioning process and gather their insights through a questionnaire and/or art project. This element of the public engagement process is in progress.
- ◆ The main page of the **City of Astoria website** has a link to a page dedicated to the Riverfront Vision Plan. This site allows anyone to regularly

access updated project information and provide comments on draft work products. Among the documents available through the site are agendas and summaries of steering committee meetings and public forums.

A number of themes emerged from the visioning process:

Physical and Visual Access. Maintaining public views and access to the riverfront seems to be the most critical concern of Astorians. While some residents would like to see an end to further development along the riverfront, the majority accept the idea of more development as long as public access (physical and visual) is maintained in some capacity. There is a strong desire to work with private land owners to provide public access to their properties. Development codes are often mentioned as a way to maintain access to the riverfront, but others believe the city and its residents should consider purchasing riverfront properties to obtain public control. The River Trail and is universally identified as a source of pride and key focal point for the riverfront and should be enhanced and expanded whenever possible.



Character. Astorians are proud of their “working riverfront” and take pride in the traditional waterdependent uses found there. Residents want to ensure that new developments fit in with the existing character of Astoria, allowing the riverfront to remain authentic and not become too “touristy.” This could mean rehabilitating existing structures rather than tearing them down. A number of people favor design review as a tool to shape development. At the same time, private property rights are an important consideration.

Balance. Most participants agree that is important to balance a variety sometimes competing interests creating and implementing a vision for the Riverfront, particularly in terms of balancing development and private property interests with a desire for open space and preservation of views in the area. The draft vision seeks to accomplish this balance in part by assuming that some areas of the Riverfront (e.g., the Urban Core and Bridge Vista area to some degree) will be characterized by more intensive levels of development, including some overwater development. On the other hand the Civic and Neighborhood Greenway areas will be characterized by relatively limited over-water development, creation of more greenspaces on the land side of the river and an emphasis on open space and natural resource protection, and preservation of the existing character of these areas.

Additional techniques can be used to balance development and open space or view preservation within individual areas (e.g., preservation of view corridors, limitations on building height and creation of more piers, boardwalks or promenades to ensure visual access to the waterfront in areas that are developed).

Land Uses. There is a prevalent concern about allowing new residential development along the riverfront and the effect it could have on the

broader community’s enjoyment of the river. Many Astorians do not want the riverfront to become a de facto front yard for condominiums. Residents want to see the riverfront remain economically viable in terms of its ability to provide jobs and attract visitors. Many people expressed a desire to see the western portion of the riverfront as designated for industry and more intensive development and the riverfront’s eastern portion for open spaces and views. Participants also are particularly concerned about further development over the water and its potential impact on visual and physical access to the river for the community at-large.

Downtown. An area of focus should be the connections between downtown and the riverfront. Many people at feel there should be a synergy between these two areas enhanced by signage and landscaping. Visitors and residents alike should be comfortable going back and forth between the open spaces and beauty of the riverfront and the retail opportunities of downtown. Some people would like to see downtown spaces better utilized before new development takes place on the riverfront. These issues will be further addressed and resolved in the second phase of this planning effort as described in more detail on page 1.

In responding to the draft Vision Report at the third Community Forum, participants expressed a variety of opinions and concerns. Following is a brief summary of the results of that Forum based on the results of interactive exercises, comments made during the question and answer period and on comment forms. A complete summary of the Forum is included in one of this report’s appendices.

When asked about improvements to Natural Spaces, open house participants cited the creation of a riverfront greenspace in the Civic Greenway

Area and more intimate public plazas and open spaces in the Urban Core and Bridge Vista Areas as most important. Landscaping along river's edge and extending the river trail to west and east are seen as less important.

At the Land Use station, participants indicated that design guidelines and changes to building height and massing are the most important potential approaches to implement. Amending the City's zoning to change the uses allowed in certain areas and establishing a parking district are less important. When asked to rank more specific land use changes, historic guidelines near the Uniontown neighborhood, design guidelines in the Urban Core and extending the River Trail over the water in public rights of way, received the most votes. Making changes from tourist commercial to another commercial zoning designation and establishing a parking district received the least votes.

Open house participants generally felt that making pedestrian improvements across Highway 30 is the most important of proposed Transportation improvements. Less important are improvements to river trail, streetscapes and vehicular circulation. When asked to rank more specific transportation changes, making bicycle and pedestrian improvements on Highway 30 received the most votes. Connecting the railroad trestle to the Alderbrook neighborhood with a bridge at 45th Street, streetscape improvements on Commercial Street and making pedestrian improvements across Highway 30 at 6th, 8th and 16th/17th Streets also were deemed important. Improving the pedestrian crossing at 23rd Street and extending a local street between 29th and 32nd Streets received the least votes.

Issues identified by participants during a question and answer session and on open house comment forms included the following. A compilation of all comments is included in this summary.

- ◆ Concern in the public process, specifically about its openness and perceived disconnect between process results and vision plan recommendations; publicize steering committees and make them more accessible to the community.
- ◆ Concern about planning for development along the waterfront, especially residential development; preserve what is there, including views and ecology.
- ◆ Enact a moratorium on overwater development and height variances until vision process is complete.
- ◆ Improve pedestrian safety along River Trail; incorporate art.
- ◆ Community is anxious for vision process to get to specifics; specific interest in building height and design regulations and enforcing existing development codes.
- ◆ Good public outreach process and balance of interests; support the four zones.
- ◆ Need to analyze how to pay for proposed improvements.
- ◆ Create a dog park and restrooms.
- ◆ Create a map that illustrates developments that are approved, but not yet built.

Many of these comments and concerns will be the focus of discussions and Vision Plan refinements during the second phase of the Vision process.

VISION (FOUR-AREA CONCEPT)

The draft Astoria Riverfront Vision divides the riverfront into four areas based on the existing character of the riverfront and comments received through the planning process. These areas act as core elements for the Astoria Riverfront Vision.

- ◆ **Bridge Vista Area**
- ◆ **Urban Core Area**
- ◆ **Civic Greenway Area**
- ◆ **Neighborhood Greenway Area**

Each area has a unique character and a specific set of goals related to natural features, land use and transportation. The vision for these areas is described on the following pages. While each area has specific western and eastern edges, these boundaries are meant to be somewhat “soft” or flexible, recognizing that there may be a somewhat gradual transition from one area to the next, rather than a hard or sharply defined edge.



BRIDGE VISTA

The Bridge Vista Area extends from Portway Avenue to approximately 2nd Street. This area supports water-dependent uses and incorporates built elements that respect and complement Astoria's "working riverfront" character. Consistency with the character of the Uniontown historic district is encouraged and physical connections to adjacent neighborhoods are a priority. Visual features include sweeping open vistas along the waters' edge focusing on the industrial scale of the riverfront and "bigness." Public improvements are intended to extend the trail network, provide access to harbor activities and facilitate safe interactions between industrial traffic and cars, bikes and pedestrians. Other key features of this area include:

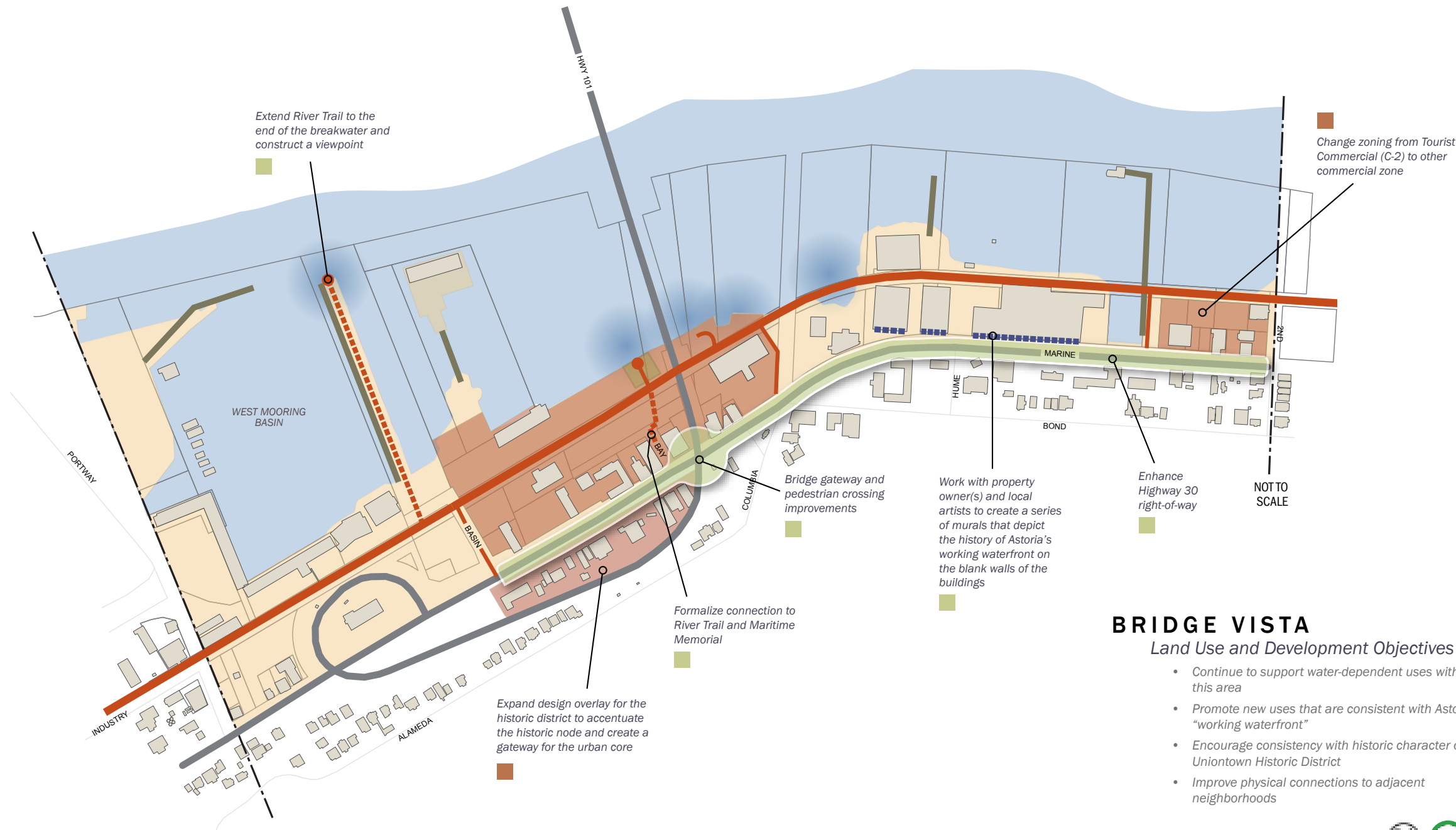
- ◆ Recent development and redevelopment such as the Red Building and Cannery Pier Hotel offer potential models for future building renovations or new construction that recognizes the historic character of the riverfront
- ◆ Traffic circulation improvements, coupled with improvements to and extensions of the River Trail will create opportunities for more efficient, safer travel by cars, bicycles and pedestrians.
- ◆ Redevelopment or new development along Highway 30 for less auto-dependent uses which are better integrated with riverfront create the opportunity for a more vibrant appealing gateway to the City.



Natural Features



Bridge Vista



BRIDGE VISTA

Land Use and Development Objectives

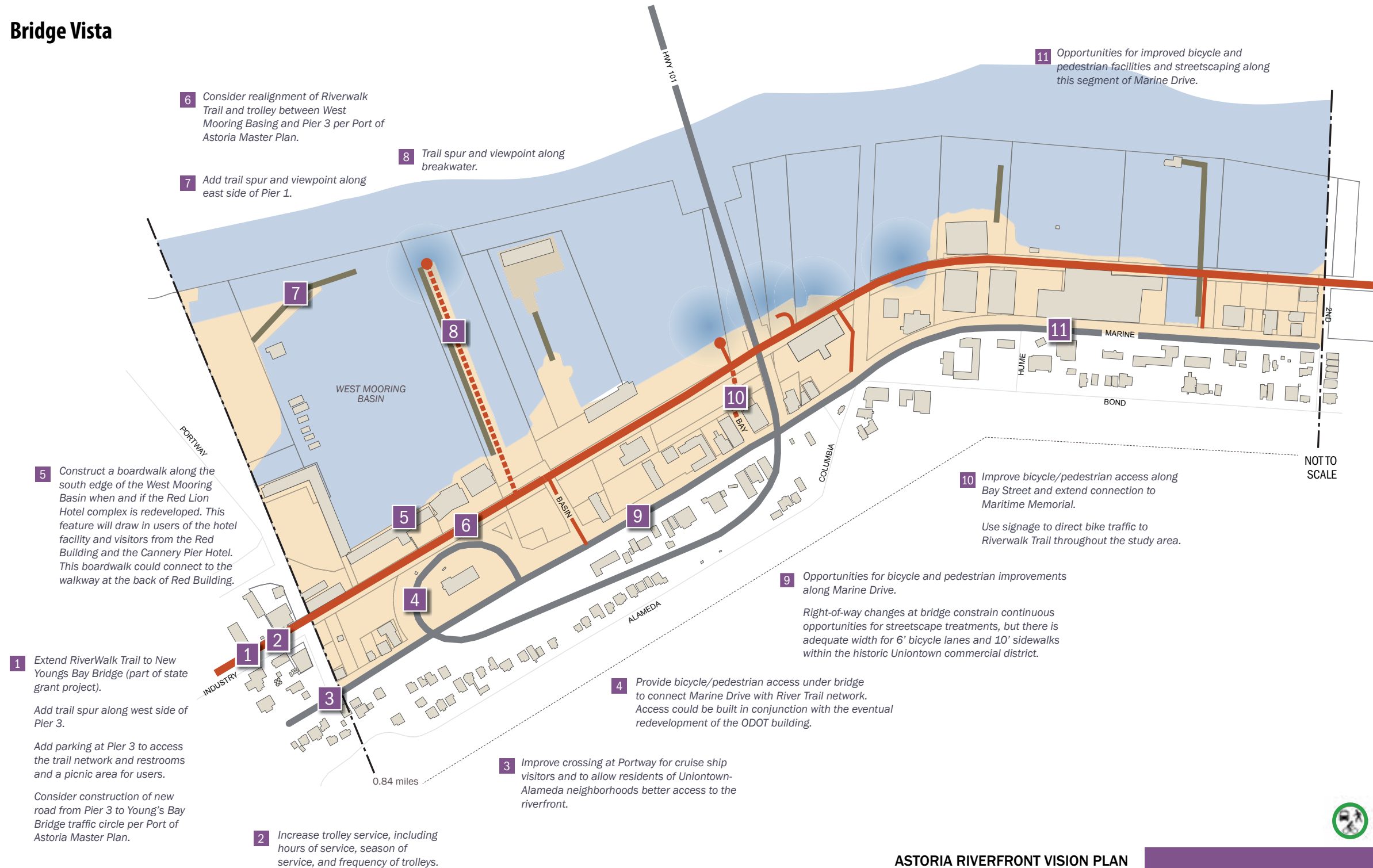
- Continue to support water-dependent uses within this area
- Promote new uses that are consistent with Astoria's "working waterfront"
- Encourage consistency with historic character of the Uniontown Historic District
- Improve physical connections to adjacent neighborhoods



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

BRIDGE VISTA

Bridge Vista



6 Consider realignment of Riverwalk Trail and trolley between West Mooring Basing and Pier 3 per Port of Astoria Master Plan.

8 Trail spur and viewpoint along breakwater.

7 Add trail spur and viewpoint along east side of Pier 1.

5 Construct a boardwalk along the south edge of the West Mooring Basin when and if the Red Lion Hotel complex is redeveloped. This feature will draw in users of the hotel facility and visitors from the Red Building and the Cannery Pier Hotel. This boardwalk could connect to the walkway at the back of Red Building.

10 Improve bicycle/pedestrian access along Bay Street and extend connection to Maritime Memorial.
Use signage to direct bike traffic to Riverwalk Trail throughout the study area.

9 Opportunities for bicycle and pedestrian improvements along Marine Drive.
Right-of-way changes at bridge constrain continuous opportunities for streetscape treatments, but there is adequate width for 6' bicycle lanes and 10' sidewalks within the historic Uniontown commercial district.

1 Extend RiverWalk Trail to New Youngs Bay Bridge (part of state grant project).

Add trail spur along west side of Pier 3.

Add parking at Pier 3 to access the trail network and restrooms and a picnic area for users.

Consider construction of new road from Pier 3 to Young's Bay Bridge traffic circle per Port of Astoria Master Plan.

2 Increase trolley service, including hours of service, season of service, and frequency of trolleys.

4 Provide bicycle/pedestrian access under bridge to connect Marine Drive with River Trail network. Access could be built in conjunction with the eventual redevelopment of the ODOT building.

3 Improve crossing at Portway for cruise ship visitors and to allow residents of Uniontown-Alameda neighborhoods better access to the riverfront.

11 Opportunities for improved bicycle and pedestrian facilities and streetscaping along this segment of Marine Drive.



ASTORIA RIVERFRONT VISION PLAN
TRANSPORTATION OPPORTUNITIES
OCTOBER 2008

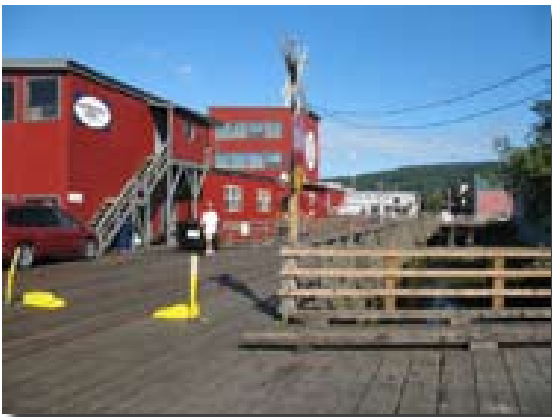
BRIDGE VISTA

URBAN CORE

The Urban Core Area extends from 2nd Street to approximately 16th Street. This area is and will continue to be characterized by a more dense level of development and provides opportunities for intimate gathering spaces/nooks and crannies to avoid inclement weather while allowing views of the river through building corridors. Human scale elements such as site furniture, walkway surfacing and lighting can contribute to the individuality of each space while linking the whole. This area will allow for a mix of commercial, residential and water-dependent uses that support, but will not compete with downtown development. New construction and rehabilitated buildings should respect local character. Strong physical and visual connections will draw pedestrians to and from downtown while

reducing pedestrian/vehicle conflicts. Other key features of the area include:

- ◆ Extension of piers along public “rights-of-way” over the water as part of potential future redevelopment efforts will provide continued visual and physical access to the riverfront edge even if over-water development occurs.
- ◆ Streetscape improvements along Highway 30 along with aesthetic and safety improvements along 8th Street between Marine and Commercial will enhance this key gateway to Astoria’s downtown.
- ◆ Creative design of sites and buildings will continue to allow views of and to the Columbia River.
- ◆ Implementation of a parking district will address parking issues and costs on an area-wide basis.



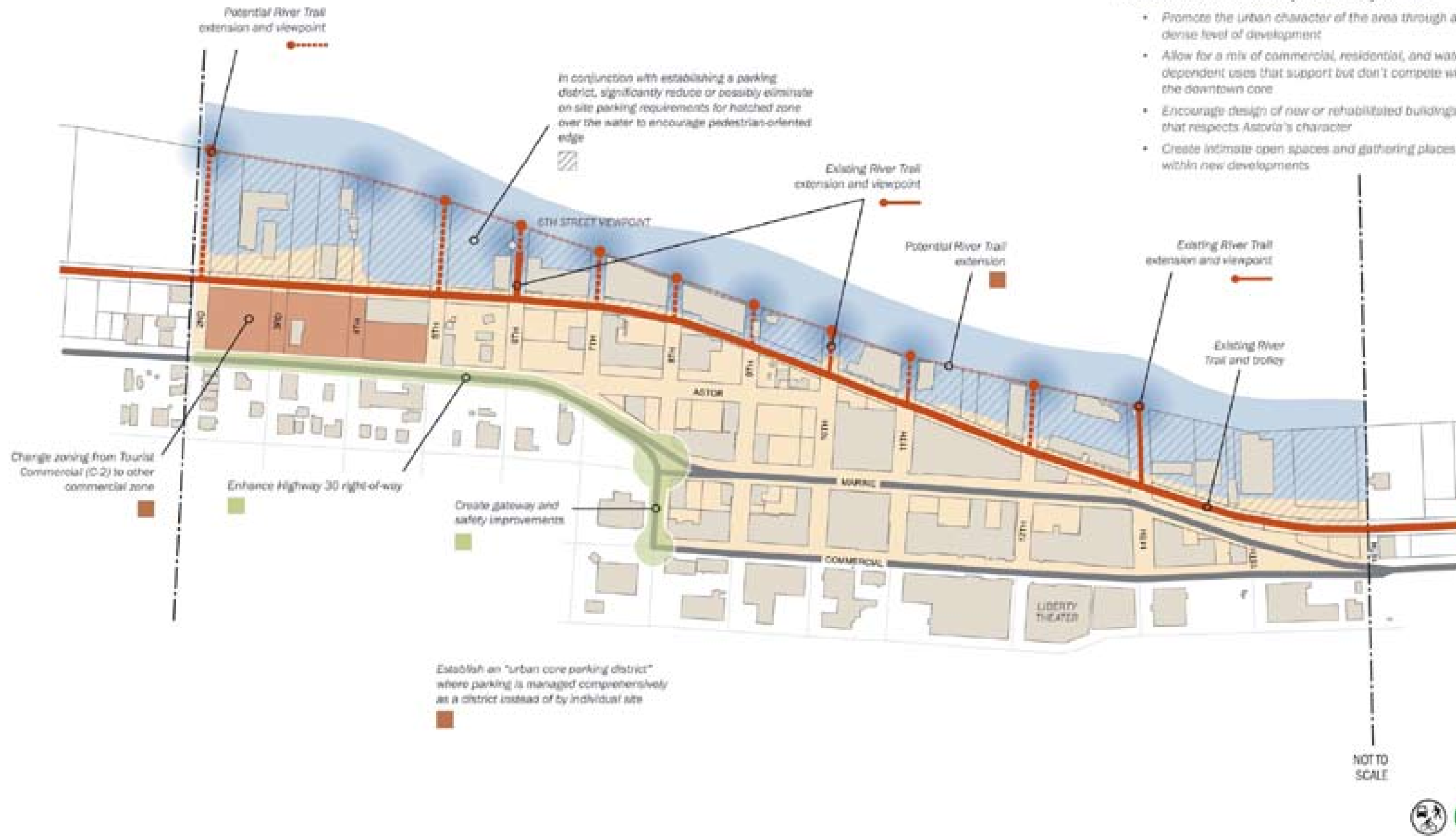
Natural Features



URBAN CORE

Land Use and Development Objectives

- Promote the urban character of the area through a dense level of development
- Allow for a mix of commercial, residential, and water-dependent uses that support but don't compete with the downtown core
- Encourage design of new or rehabilitated buildings that respects Astoria's character
- Create intimate open spaces and gathering places within new developments



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

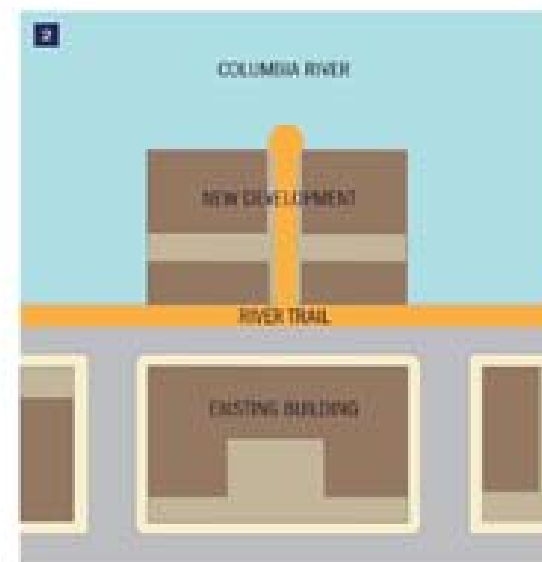
URBAN CORE

Urban Core

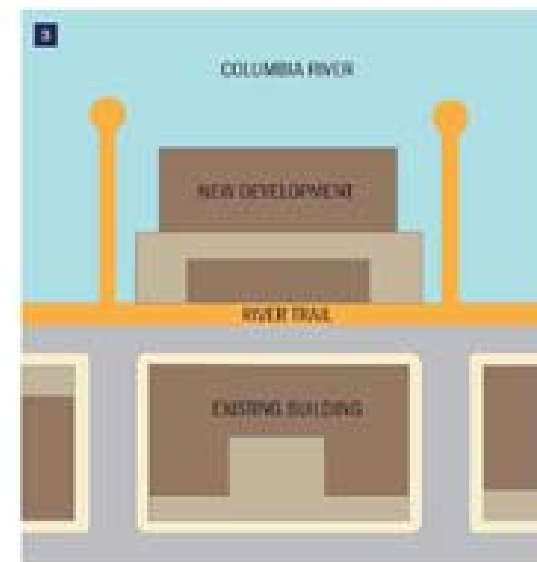
NEW RIVERFRONT DEVELOPMENT AND PUBLIC ACCESS TO THE RIVER



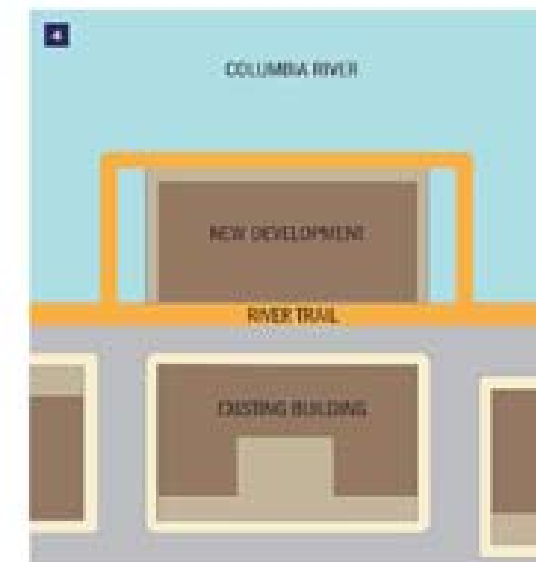
(1) STATUS QVO
Current development code does not require public access to the Columbia River when riverfront properties are developed or redeveloped as a permitted use. The developer also does not have to improve the adjacent right-of-way over the water.



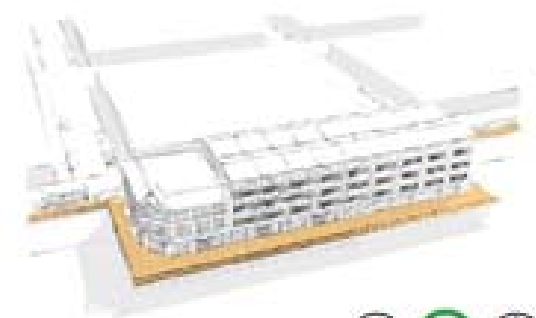
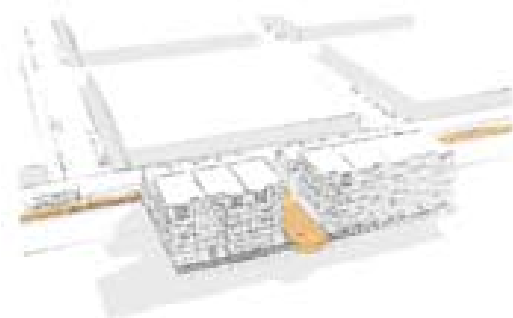
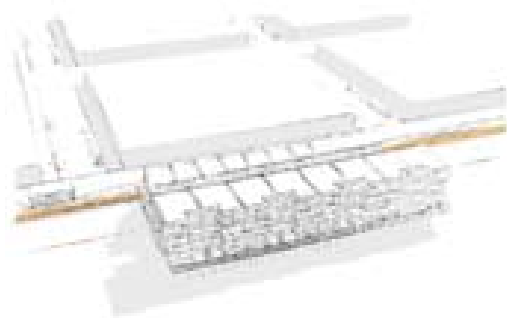
(2) ACCESS THROUGH MIDDLE OF SITE
A 24-foot wide easement through the middle of the site would be dedicated to help break up the massing of the development.



(3) VIEWPOINTS
A 12-foot wide pier improvement is constructed within the public right-of-way on both sides of the new development. The pier is extended beyond the new development by 10 feet to provide visual access points along the waterfront. If new development occurs on both sides of the public right-of-way, the pier would include a wider 24-foot wide pier improvement.



(4) RIVER TRAIL EXTENSION
A 20-foot wide River Trail pier improvement is constructed along the north side of the building on the waterfront edge. The extension would connect to the existing River Trail with two 12-foot wide pedestrian connections. Over time, if the riverfront transitions from a maritime-based form to one that is more residential, and possibly more tourist oriented, the community benefits from a nearly continuous riverfront boardwalk. If only a few riverfront properties redevelop in this manner, the community still benefits from having unobstructed public access along the Columbia River.



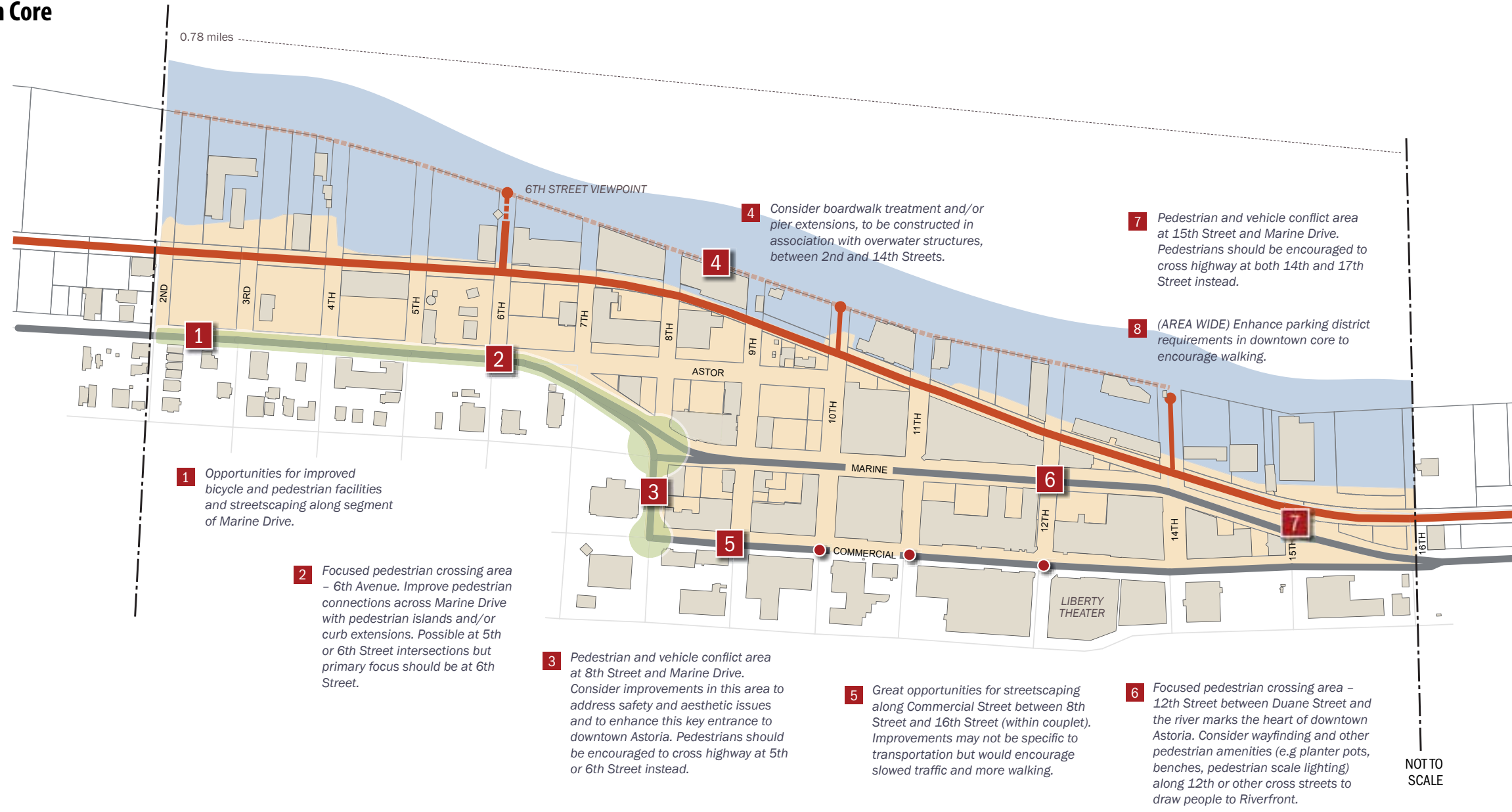
In order to implement these concepts, there may need to be tradeoffs between access and intensity of development (e.g. extra height or density for expanded public and visual access to the river edge). These concepts are intended for discussion purposes and not as specific recommendations.

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



URBAN CORE

Urban Core



ASTORIA RIVERFRONT VISION PLAN
 TRANSPORTATION OPPORTUNITIES
 OCTOBER 2008

URBAN CORE

CIVIC GREENWAY

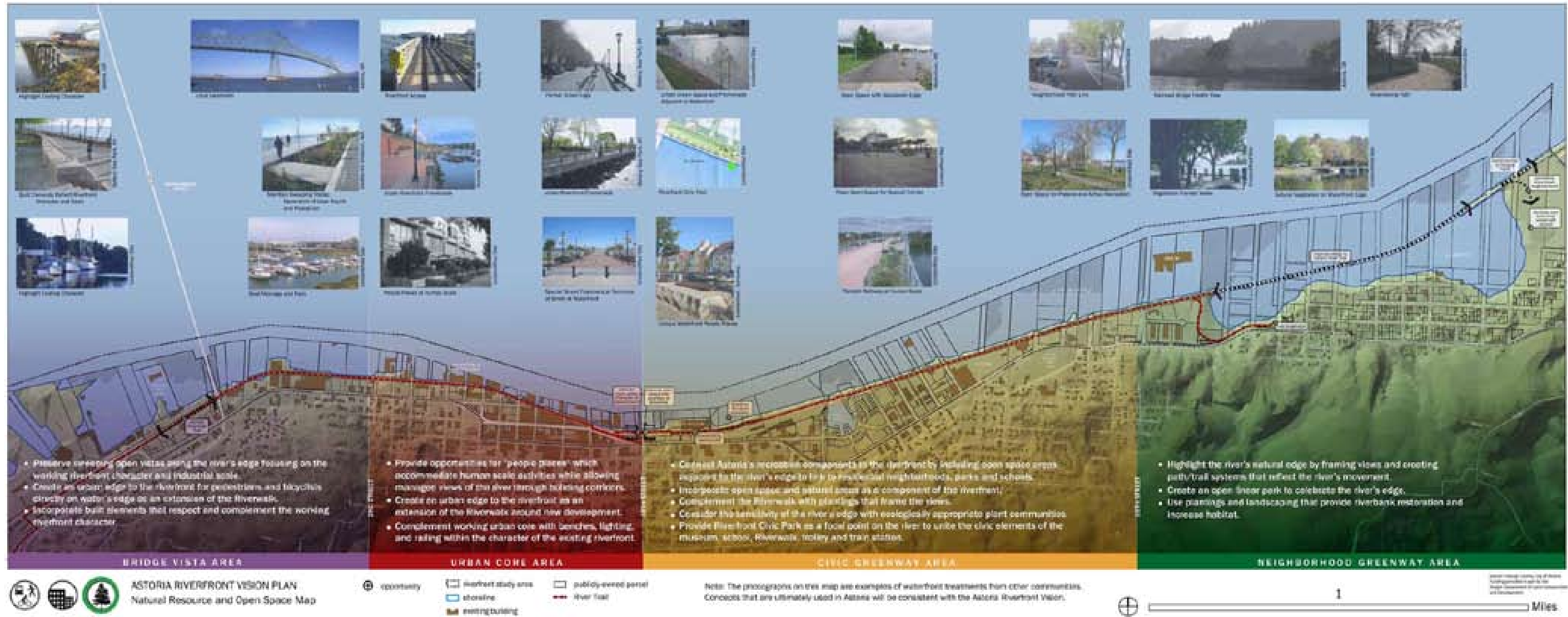
The Civic Greenway Area stretches from approximately 16th Street to 39th Street. It includes open areas adjacent to residential neighborhoods, parks and schools that maintain broad view of the river and where edges and materials are softer in texture and construction. A civic riverfront greenspace would connect Astoria's recreation components to the riverfront. This area frames the views using ecologically appropriate plantings that enhance the natural character and beauty of the river's edge. An area east of Mill Pond represents an opportunity for a new residential and mixed use neighborhood and connections to the Greenway from adjacent neighborhoods are enhanced. Transportation improvements are designed to promote safe pedestrian crossing of Marine Drive. Other key features of the area include:

- ◆ Potential resource or open space zoning over sections of over-water land provide opportunities for long-term view protection.

- ◆ New local streets improve traffic circulation.
- ◆ Improved pedestrian crossings along Marine Drive promote connections between neighborhoods, key community destinations and the downtown.
- ◆ Extension of the Mill Pond neighborhood to the east.



Natural Features

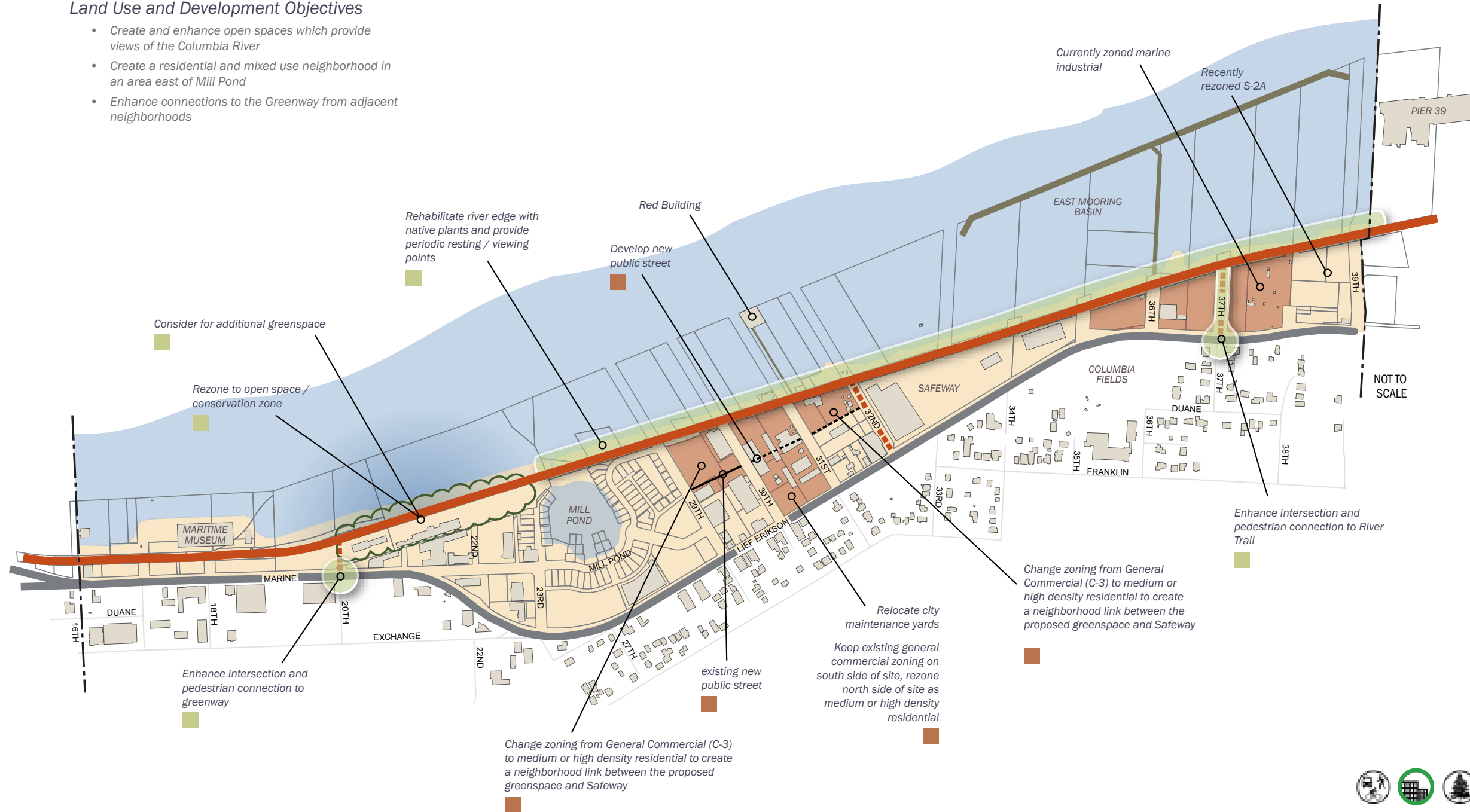


Civic Greenway

CIVIC GREENWAY

Land Use and Development Objectives

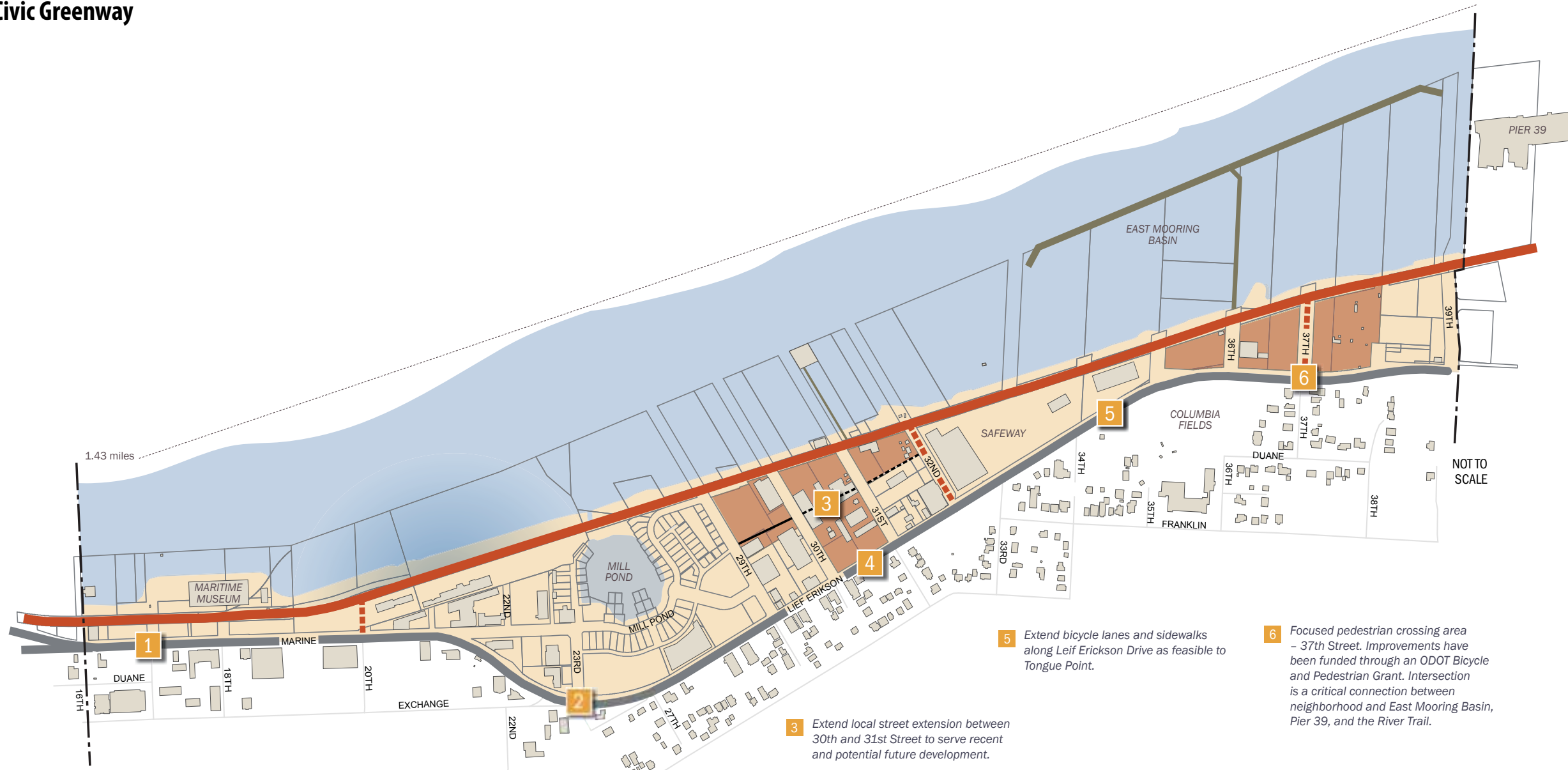
- Create and enhance open spaces which provide views of the Columbia River
- Create a residential and mixed use neighborhood in an area east of Mill Pond
- Enhance connections to the Greenway from adjacent neighborhoods



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

CIVIC GREENWAY

Civic Greenway



1 Focused pedestrian crossing area at 16th or 17th Streets. Consider special treatment to 17th Street as an eastern gateway to downtown, focused access for residents to river, and entry to Maritime Museum, Heritage Museum, trolley stop, and River Trail access. A signal could be considered at 16th or 17th Street.

2 Pedestrian and vehicle conflict area at Exchange and Marine Drive and 23rd Street. Look for innovative opportunities to facilitate pedestrian crossings – especially for patients, employees, and visitors to medical clinics wishing to access riverfront and potential new greenspace area.

3 Extend local street extension between 30th and 31st Street to serve recent and potential future development.

4 Improve pedestrian crossings in this area.

5 Extend bicycle lanes and sidewalks along Leif Erikson Drive as feasible to Tongue Point.

6 Focused pedestrian crossing area – 37th Street. Improvements have been funded through an ODOT Bicycle and Pedestrian Grant. Intersection is a critical connection between neighborhood and East Mooring Basin, Pier 39, and the River Trail.

200 feet

ASTORIA RIVERFRONT VISION PLAN
TRANSPORTATION OPPORTUNITIES
OCTOBER 2008

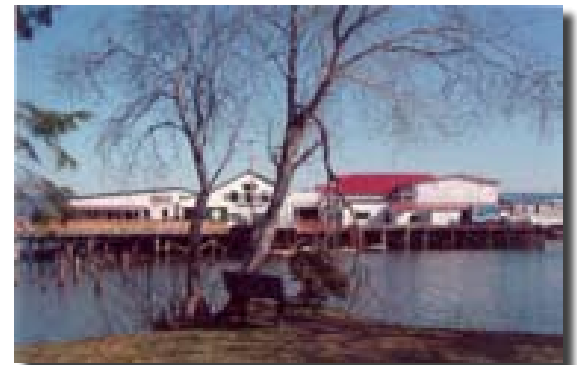
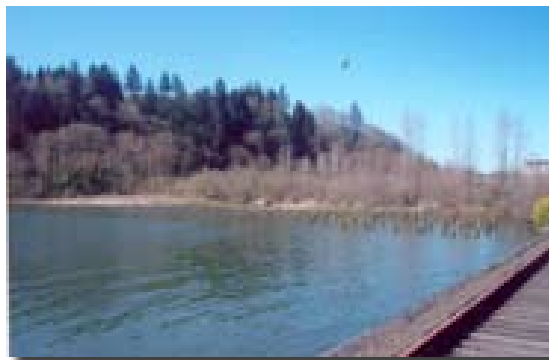
CIVIC GREENWAY



NEIGHBORHOOD GREENWAY

The Neighborhood Greenway Area extends from approximately 39th Street to the east end of Alderbrook Lagoon. This area is characterized by the visual and natural character of the Alderbrook Neighborhood. A linear parkway highlights the river's natural edge while framing views, encouraging riverbank restoration and increasing habitat. Impacts of pedestrians on neighborhood residents are minimized and open views of the river are maintained. Public improvements extend the trail network and enhance access to the river. Other key features of this area include:

- ◆ An extension of the River Trail along the Alderbrook Lagoon trestle creates a significant opportunity to extend and complete the trail.
- ◆ New formal trail connection to LaPlante Park enhances neighborhood connection to River Trail.



Natural Features



Neighborhood Greenway

NEIGHBORHOOD GREENWAY

Land Use and Development Objectives

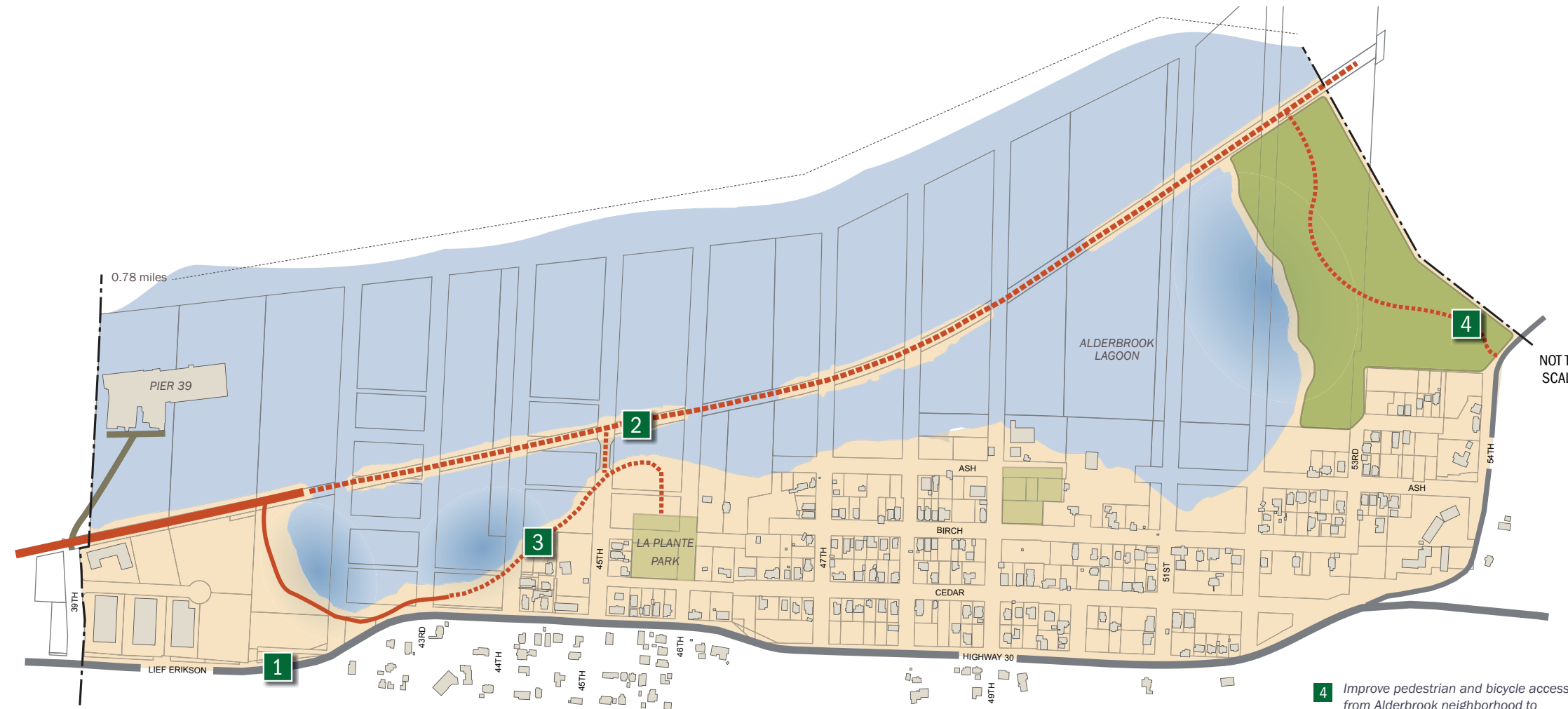
- Respect and protect the visual character of the Alderbrook Neighborhood
- Minimize impacts of pedestrians on neighborhood residents
- Maintain open views of the Columbia River



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

NEIGHBORHOOD GREENWAY

Neighborhood Greenway



1 Extend bicycle lanes and sidewalks along Leif Erickson Drive as feasible to Tongue Point.

2 Extend RiverWalk Trail along railroad trestle to Tongue Point . Opportunity to connect trestle to the Alderbrook Neighborhood near 45th Street with a bridge.

3 Improve pedestrian and bicycle access from Alderbrook neighborhood to extension of RiverWalk Trail (west end).

4 Improve pedestrian and bicycle access from Alderbrook neighborhood to extension of RiverWalk Trail (east end).



200 feet

ASTORIA RIVERFRONT VISION PLAN
TRANSPORTATION OPPORTUNITIES
OCTOBER 2008

NEIGHBORHOOD GREENWAY



NEXT STEPS

A second phase of the riverfront visioning process will be undertaken to build on Phase 1 and address a number of high-profile unresolved issues identified in the first phase. The second phase is expected to roll out with a Steering Committee and community discussion of both those recommendations that have received strong support and agreement, along with those that remain unresolved. One or more committee and community meetings will be conducted to discuss and resolve these issues which primarily relate to the amount, scale, location, and character of development in the riverfront area. Ultimately, the consultant will prepare a Vision report that builds on this Phase 1 document, describes the Vision in more detail, provides a more specific set of recommendations, and identifies how the vision will be implemented. The Phase 2 report will include:

- ◆ An expanded narrative description of important elements of the vision, articulating the ideas, opinions and priorities of the community. It will focus on key themes and the structure of the vision, including the four-area concept. It will generally describe desired land uses and levels of development, opportunity areas, resources that should be protected or enhanced and the types of actions needed to implement the vision. The narrative will be supported by the graphics and other more detailed information.
- ◆ A conceptual land use map or series of maps for the planning area and supporting narrative, identifying proposed land use concepts and changes to realize the vision. These may include specific types of land uses envisioned within specific areas or zoning districts; changes in height or density; or emphasis on certain types of building design.
- ◆ Potential changes to the City's zoning ordinance needed to implement the vision. To the extent



possible, the focus will be on how the City could refine its existing zoning districts and/or zoning map to ensure that future developments in those areas are consistent with the community's vision. This is expected to entail changes related to allowable uses, building heights, setbacks, historic preservation overlay zones, landscaping or other site or development standards as described above.

- ◆ Recommendations of the types of public improvements needed to achieve or implement the vision. These are expected to include transportation connections or improvements, parks, plazas or other gathering places, among others.
- ◆ Economic issues and strategies associated with implementation of the elements described above, including the need for public funding to implement public improvement projects. This includes identifying potential implementing agencies or groups (including businesses, community groups, local state and federal agencies and others), a timeframe and potential funding sources that could be used for publicly funded improvements.
- ◆ Proposed policy recommendations associated with implementing the vision and how they would impact development potential, natural resources and community character.

Astoria

RIVERFRONT VISION PLAN

Appendices



BRIDGE VISTA

Land Use and Development Objectives

- Continue to support water-dependent uses within this area
- Promote new uses that are consistent with Astoria's "working waterfront"
- Encourage consistency with historic character of the Uniontown Historic District
- Increase physical connections to adjacent

December 2008



THE CITY OF ASTORIA, OREGON

APPENDICES

The following documents are supplemental items prepared in association with the Draft Vision Plan:

- ◆ Summary of Stakeholder Interviews
- ◆ Summary of Steering Committee Meetings
- ◆ Summary of Community Forum Results
- ◆ Summary of Survey Results
- ◆ Condominium Market Assessment
- ◆ Parking Plan Outline
- ◆ Leasing Issues Summary



SUMMARY OF STAKEHOLDER INTERVIEWS

Astoria

RIVERFRONT VISION PLAN

Summary of Stakeholder Interviews

May 6, 2008

BACKGROUND AND PROCESS

The City of Astoria is working with the community to establish a sustainable riverfront vision that ensures equitable riverfront growth by balancing development with the desire to preserve Astoria's quality-of-life and connection to its unique history. This document summarizes stakeholder group interviews conducted as part of that project in March and April 2008. Matt Hastie and Steve Faust of Cogan Owens Cogan, LLC conducted interviews with ten groups organized by Astoria City staff. The groups included people who represent a wide range of interests, including riverfront property owners and developers, residents of adjacent neighborhoods, local business people, representatives of environmental, historic preservation and other groups. A list of participants is included at the end of this summary.

Each interview lasted for approximately an hour and covered the following topics:

- Most important issues facing the riverfront
- Areas along the riverfront that should receive the most focus
- Favorite example of good riverfront development
- Most important points for access to the riverfront from adjacent neighborhoods
- Where people spend time along the riverfront
- Other important issues to address

Results of these interviews will be considered along with a variety of other information in crafting a vision for the riverfront. This report should be considered as an important source of information about community opinions and desires but will be supplemented by and integrated with other types of feedback and data.

OVERALL RESULTS

Key recurring themes and issues identified in the interviews included the following:

- **Important issues** identified most frequently included the size and height of new buildings, maintaining public access (physical and visual) to the riverfront, access to adjacent neighborhoods, maintaining the authentic identity of the area (i.e., the "working riverfront"),

parking issues, and the need to balance public goals with private property rights and investments.

- **Key areas for focus** most frequently cited included publicly owned properties, the Red Lion site, the Maritime Museum and plaza, potential future clusters of commercial development, and the idea of focusing urban uses to the west of the Maritime Museum and more open or natural areas to the east of it.
- **Good examples of existing development** most frequently cited include the Cannery Pier Hotel, Pilot House at 14th Street, Riverwalk, Red Building at Basin Street, Docks at 12th, Mill Pond and Pier 39.
- **Key access points** identified most frequently were 10th, 11th, 12th and 14th Streets.
- **Places people spend time most often** cited are Pier 39, the Riverwalk both to the east and west of the Maritime Museum and plaza, Maritime Memorial, and 6th Street viewpoint.

A wide variety of additional comments were provided related to other important issues to consider during the process. Following is a more detailed summary of responses to each question. Numbers in parentheses indicate the number of groups that discussed each issue.

DETAILED SUMMARY

1. *What is the most important issue facing the riverfront?*

- Concern about heights of new buildings; public views (7), including the following types of views and perspectives:
 - Views from highway
 - Views along the riverfront
 - Views from roads leading downhill towards the riverfront and hillside neighborhoods
 - How allowed building height affects the ability to develop sites economically
 - Views are part of the town's history
- Public access to river (7), including visual and physical access and the following comments:
 - Integrate public access with private development (2)
 - Create as many public spaces as possible
 - Destroy pile beds to prevent future development
 - Prohibit any more in-water construction
 - Encourage condos away from riverfront
 - Have development step-down toward the river
 - Retain historical two-story scale of riverfront
 - Don't allow the Riverwalk to become disconnected from the river
- Accessibility (6), including the following issues:
 - Connection between downtown to the riverfront (4)
 - Signage to and from riverfront (4)
 - Plantings
 - Pavement treatments at intersections
 - Loop Riverwalk through downtown; connect future riverfront residents to downtown businesses to strengthen downtown economy (3)
 - Retain and enhance previous investments in the Riverwalk which has become a very important community asset
- Maintaining an authentic, working riverfront (7), including the following comments:
 - Variety of uses (4)

- Not touristy (“We Ain’t Quaint”)
- No bollards or other treatments
- Support economic development and creation of jobs in the area
- Maintain gritty edges
- Allow for and encourage river-dependent uses; don’t overbuild housing and retail uses
- Retain and support the eclectic, unique, variety of businesses and activities, including those that represent what’s left of the working riverfront (e.g., Pier 39, River and Bar Pilots, Fishhawk Fisheries, East Mooring Basin, 14th Street businesses, Port facilities and fueling dock)
- Identify the right mix of uses
- Balance community values and visions with the property rights and investments of property owners (4), including the following issues:
 - Apply regulations consistently
 - Recognize high cost of development in riverfront area and provide support or incentives for development that responds to city goals; city should partner with developers and property owners rather than be adversaries
 - Use residential development on riverfront to provide market to support downtown businesses
 - Department of State Lands (DSL) lease procedures are adversely impacting riverfront property owners and City and represent change in traditional leasing policies
 - Balance preservation with thoughtful development
- Lack of parking (4), including the following specific issues or observations:
 - Lacking especially for motorhomes and other large vehicles
 - Tourists often use private parking spaces
 - Two-hour parking helped, but City converted to monthly parking (City-owned property adjacent to trolley line)
 - Cannon Beach is a good example with public parking lots and signage
 - Do not want multi-level parking
 - Inadequate parking in some places (e.g., 14th Street on-street parking) but too much required for new developments – inconsistent requirements among different parts of the city and makes it difficult to develop economically
 - Need an overall parking management plan for the whole city, including the riverfront area
- Coordinate land use with transportation

2. What areas along the riverfront should receive the most focus in this project?

- City-owned properties as opportunities for public or civic uses or amenities (2)
 - Focus on city-owned properties to meet public needs instead of private properties
 - Area near Maritime Museum, city yards and others
- Red Lion site (2)
- Provide continuity
 - Locational kiosks/walking tour maps (2)
 - Art (2)
 - Rain park (2)
 - Fitness stops
 - Interpretive signs
- Commercial clusters which could be developed near downtown and at or near Pier 39 (2)
- Plans for Maritime Museum and adjacent area should be incorporated into the vision (2)

- More intensive urban areas (i.e., west of Maritime Museum) vs. more open areas (i.e., east of Museum) (2); consider as a way to organize uses along the riverfront and prioritize where development of specific types of uses or improvements might occur
- Key viewsheds, viewpoints and iconic images (e.g., bridge, Astor column, etc.)
- Need to finish the Riverwalk from 11th Street west
 - Repair planks
- Conditions in some areas make over-water development less feasible (e.g., lack of existing pilings, hydrological conditions and depth of water)
- Activate both sides of the Riverwalk in upland areas
- Extent of study area should include Port property at west end of riverfront
- Consider development of marina in future

3. *Identify your favorite example of good riverfront development.*

- Cannery Pier Hotel (4)
- Pilot House at 14th Street (3)
- Riverwalk (2)
- Red Building at Basin Street (2)
- Docks at 12th (2)
- Mill Pond (2)
- Pier 39 (2)
- Reuse of old buildings
- Maritime Museum
- Mural on back of Sears
- Pier 1
- Murase Waterfront Plan – encouraged space between buildings
- Trolley
- Astoria Warehousing
- Gillnet boat at 17th Street
- Alderbrook Lagoon
- East Mooring Basin
- Bornstein project at Pier 2
- Riverfront development in other communities (e.g., Savannah, GA, Stevestown, BC, Portland, OR and Scandinavian countries)
- Maintain unique variety of buildings/development
- Architectural symmetry important
- Consider design review to maintain high quality of development

4. *What are the most important points for access to the riverfront from adjacent neighborhoods?*

- 10th Street (3)

- 12th Street (4)
- 11th Street (3)
- 14th Street (2)
- 9th Street
- All roads/public rights-of-way that provide access to riverfront
- Trolley stops
- Maritime Museum
- Safeway
- Maritime Memorial
- Red Lion area
- Sunset Empire Transportation Hub
- Cannery Pier Hotel
- Improve safety of Riverwalk
- Paying for increased public access will be a challenge
- Need to better utilize side streets for access and parking

5. *Where do you spend time along the riverfront?*

- Bumble Bee Factory (3) [again, what is the Bumblebee factory (Pier 39)]
- Riverwalk to east of Maritime Museum (2)
- Riverwalk to west of Maritime Museum (2)
- Maritime Memorial (2)
- Maritime Museum and plaza (2)
- 6th Street viewpoint (2) (and points west)
- Megler Bridge
- East Mooring Basin (including sea lions)
- East of 39th Street (very open, peaceful character)
- Boatyard at west end of riverfront
- Old Bornstein's at 7th Street area (due to history of use)
- Safeway site
- Beaches (near Museum and Holiday Inn)
- Cannery Cafe

6. *Are there any other issues that are particularly important to address in the riverfront vision?*

- Abandoned buildings are an eyesore (3)
- Some buildings need cleaning and upkeep (3)
 - Small business loans
 - Code enforcement
 - Old Texaco; Union Oil dock at 1st Street; Red Lion (3); NW Natural Gas; Railroad station;

- Public process is important (3)
 - Transparent
 - Parameters
 - Need to see results
 - Educate about in-water leases; pile beds
 - Articulate process and outcomes
- Don't need more retail spaces; competes with downtown (3)
 - Don't become Warrenton – Wal-Mart; Home Depot (2)
 - Truncate downtown to create a smaller, but stronger commercial district
 - Requirement for ground floor retail unnecessary and counterproductive in many parts of riverfront; create retail clusters instead
- Recognize changing nature of riverfront (3); don't freeze in time
- Partner with business and property owners in this study and in future riverfront use and development (2); provide more active role in planning process given that they will be most directly impacted by study results
- Consider positive impacts of development over time (2)
 - Good development draws people to riverfront
 - More residential development will strengthen adjacent downtown businesses
- Riverwalk needs lighting for safety
- A public dock adjacent to downtown could bring in boaters/tourists
- Riverfront needs public restrooms
- Kid-friendly parks/activities along Riverwalk
- Don't lose historic icons
- LNG terminals will change landscape of riverfront
 - Tanker traffic; armed gun boats
- Sunday Market along 12th to riverfront as covered mall
 - Boardwalk from 10th to 15th Streets
- Review other studies
 - Safeway study (Crandall Arambula)
 - AVA/artists
 - Retail space survey
- More attention to architecture of new buildings
- Maintain natural resource base; remove non-native plants
- Entire city should be included in study area; how one end of city affects the other
- Study area should include Port properties at west end
- Concentrate development in already-developed areas
- Quality development
- Protect public asset
 - Building code is easy to exploit
 - Re-write code
 - Transferable development rights
 - Design review and guidelines
- Riverfront for different demographics

- Would public purchase riverfront properties to preserve them? Consider public purchase if the City wants land used for a different purpose than what zoning allows.
- Encourage development south of railroad tracks
- Holiday Inn Express has more welcoming feel than condos (doesn't feel like you are looking into someone's living room)
- Area in front of Holiday Inn feels hemmed in
- Fire, life and safety issues affect economics of development
- Warrenton "pull" factor will continue to weaken downtown businesses until the City makes it easier to develop new buildings and re-use existing buildings downtown
- Use City investments in public facilities and improvements to leverage private investment downtown and along the riverfront
- Need to understand status of trolley line rail access; City just has easement and property owners have ability to regain control and use of right-of-way
- Points where shorelines jogs or curves create opportunities to see River and bridge; pay particular attention to proposed development in those locations
- Given slow population growth, fears about a wall of development along riverfront would not be realized for a very long time
- Denser development in riverfront area will reduce need for developable land elsewhere
- More development in downtown would have more significant impact on hillside views than development over the water
- Create flexible parking requirements in riverfront area
- Need to recruit the right mix of retailers to Astoria
- Need community-wide visioning process
- Astoria suffers from lack of air service
- Establish fees to help pay for public improvements for development that exceeds requirements
- The Trolley line is a great asset for visitors and residents
- Limit number of variances which can be approved in riverfront area
- Consider use of form-based codes in riverfront area to provide more flexibility related to allowed types of uses
- Uniqueness in area important to overall quality of life
- Opportunity for National Heritage Area designation which could present opportunities; don't do things that would jeopardize that designation
- Avoid building something that competes with the largest existing building in Astoria
- Create interpretive opportunities to provide information about shipping activities
- Review LUBA decision related to constraints on approval of certain types of development in historic areas
- Water-dependent uses – kayak, boat, cruise ships, water trail
- Highway location – reroute/bypass?



SUMMARY OF STEERING COMMITTEE MEETINGS

Astoria RIVERFRONT VISION PLAN

Astoria Waterfront Vision Steering Committee Meeting Saturday, March 29 MEETING SUMMARY

Steering Committee Members: Dave Pollard, Al Tollefson, Steve Fick, Erinie Atkinson, Mark Cary, Blair Henningsgaard,

City Staff: Paul Benoit, City Manager; Brett Estes, Community Development Director; Rosemary Johnson, Planner; Sherri Williams, Assistant

Consultants: Matt Hastie and Steve Faust, Cogan Owens Cogan, LLC; Paul Pawlowski, SERA Architects; Jim Figurski, GreenWorks PC

Brett Estes thanked the steering committee members for volunteering their time and gave an overview of the public involvement process including public forums and stakeholder interviews.

There were some questions about ownership of properties over the water. City staff and the consultant team will meet with a representative of the Department of State Lands, as needed to clarify ownership issues and create an updated land ownership map.

There was a question about the availability of population projections. Cogan Owens Cogan, LLC recently completed a buildable lands inventory for the City of Astoria that includes the most recent population projections. City staff can make those documents available to committee members if they would like.

Matt Hastie described the upcoming public forum in greater detail. The first part of the forum will consist of a PowerPoint presentation that provides a history of the waterfront, begins to summarize existing conditions and lists opportunities and constraints. During the second portion of the forum, participants will discuss opportunities and constraints in small groups. Steering Committee members may be needed to help facilitate group discussions. The consultants will produce a guide to help facilitators.

The rest of the Steering Committee meeting was dedicated to a site tour by trolley and boat. The purpose of this site tour is to begin to identify opportunities and constraints. The list generated during the site tour will be supplemented by comments stakeholder interviews and the community forum.

Each Steering Committee member was given several maps of the waterfront study area and a digital camera to take photos. The consultant team brought additional maps and took notes throughout the tour. The tour began on the western edge of the study area near Pier 1 and terminated at Pier 39.

Opportunities and Constraints

- The Port was awarded a grant from the Oregon Department of Transportation to examine pedestrian circulation. The study looked at connections from the Maritime Museum to the Red Building and Cannery Pier Hotel, west around the bulkhead and through Port property to Pier 3. The study is in its beginning stages. HLB and Otak have started a public involvement process. The timeframe for construction is summer of 2009.
- An Urban Renewal District was created in 2002. Crandall Arambula is working with the Port on a Transportation Improvement Plan for the area.
- The lease for the Red Lion lease expires in 5 years providing the Port and the City with a potential opportunity for redevelopment.
- Condominiums have been approved on the old cannery site east of Holiday Inn Express.
- The Port is looking at a parking plan for the area. There are not enough spaces and they are not well marked. The City and Port tenants say there are not enough spaces at the Port end of the waterfront.
- Port parking is leased to the Red Lion Hotel and the East Mooring Basin.
 - The Red Building has enough parking by code. The property to the east is used for overflow parking and a future lawn/event space.
 - The esplanade deck has a public easement. No construction can exceed four feet between the Red Building and the Maritime Memorial.
 - There are plans for the Port/URD to create a new street on either side of the railroad tracks in this general area. The City owns the 500-foot railroad track right-of-way ("rail-banked") from Smith Point to Tongue Point.
- There are two vacant parcels under private ownership with access from Marine Drive.
- The only direct access to the Columbia River in this area is the beach near the Maritime Memorial.

Columbia Street Stop

- A condominium project (WNAO) is proposed on pilings. This parcel is zoned for commercial use. The proposed three-story, 45-foot tall building would have transient lodging on the first floor with residential above. Access from Columbia Street is an issue.
- Taller buildings often block the Riverwalk from sunlight.
- Astoria Canning located near city drainage is used for warehousing and sits on 4-6 acres. Zoning in this area allows for commercial uses with residential above and a 45-foot height limit.
- The Columbia House property is vacant. Ownership is in dispute.

6th to 16th Streets

- Pedestrians share space with the trolley

- The Bornstein plant moved to the Port property. Condos are proposed for the site, but permits were withdrawn to allow the vision process to take place first.
- #10 6th Street has a city park viewpoint through a public/private partnership and maintenance agreement.
- The Blue building holds state offices and is privately owned.
- Pedestrian connections are needed across the highway in this area.
- Bornstein historic building = 4 condos.
- Fish processing plant where public can watch processing happen is considered both an economic resource and an attraction for residents and visitors.
- A new Chinese park is in development at 10th Street.
- Buildings between 10th and 12th Streets contain dental and attorney offices.
- DSL owns over-water properties. Upland property owners have a first right of refusal from DSL to develop and lease the areas over the water.
- Pier 11 – red building renovations include a day spa.
- The dock on 12th is about 10 years old and an early public/private partnership example.
- Significant pedestrian activity occurs between 12th and 14th Streets: Astoria Ferry, Elliot Hotel, Safeway and downtown are all close by. The Sunday Market is located in on 12th Street in the spring and summer months.
- The River Pilots building is near 12th Street. Building entrances are within the trolley right of way. The River Pilots access the river at 14th Street. The building includes spaces leased to a restaurant, offices, a coffee shop. This area lacks strong connections to downtown.
- The Old Englund Marine Supply is located at 16th Street. The site is proposed for condominiums (45 units) with a building height of 35 to 45 feet. The decision to approve the development is under review at LUBA.

Maritime Museum

- The wayfinding element looking west from museum (“polask”) is an example of something that could be replicated in other areas of the waterfront. It was proposed as part of a larger wayfinding system in the Astoria Waterfront Study (Murase Plan).
- People Places Park (city park) is located just west of museum and south of trolley tracks.
- Shoreline ballast rocks comprise the “Chinese Wall.”
- In the 1920s, a fire destroyed much of the area; the new city was built over the old. The unique construction has led to potential historic designations; purple glass squares allow light into tunnels below the streets formed by “chair walls.”
- This area includes the moorage for the US Coast Guard, transport and tour boats.
- The Riverwalk needs more lighting east of museum.
- Nearby attractions south of the highway include: Aquatic Center, Heritage Museum, Astor Keys Theater.
- Gateway urban design area goes from 16th to 29th Streets.
- The Maritime Museum owns the old train station.
- The City owns property between the train station and Mill Pond.
- City Lumber plans to expand its operations in this area.

Mill Pond

- The development includes single-family homes senior housing, planned multi-family housing with commercial ground floor. Some are second homes; others are primary homes. The City adopted a new zoning district in this area to conform to the proposed character of the development, not vice-versa.
- Townhomes orient to street, are alley loaded and those on the edges face the Riverwalk.
- The Netshed building houses local artists; the 3rd floor saw significant damage in the recent (December, 2007) storm.

30th to 39th Streets

- City public works shops offer redevelopment opportunities; the combined fire and police department also located nearby.
- The private property to the east has been sold for condo development. It is slowly being cleaned up.
- Safeway and the East End Mooring Basin are located in this area. Other uses include the small customs house, Comfort Suites and parking for mooring basin, baseball field and a school.
- Connections to the Uppertown Neighborhood are relatively poor.
- The trailer parking site is being redeveloped and a hotel is proposed. Developers of that site are pursuing height variance from 28 to 48 feet.
- Existing condominiums are 55 feet in a zone with a 45-foot height limit (based on a variance). The existing building is the first of a proposed three phases. The second phase (more condos) is under construction. This project ignited concerns about scale, style, and design review.
- Pedestrian improvements on the Riverwalk are planned west of Pier 39
- The lagoon is used for mitigation and fish habitat.

Shore Bank Enterprise Cascadia Presentation

- Shorebank Enterprise Cascadia is a nonprofit; capital resource for Astoria
- Shorebank has provided capital for several projects in Astoria, including Mill Pond, Uniontown Café, Pier 39 and many others
- Shorebank also has been instrumental in helping the City secure a potential grant from the Ford Foundation (the city is currently a finalist in the application process). The application is for \$125,000 over three years for GIS software to aid the community in visualizing change. The project will help the community understand how neighborhoods, waterfront and downtown may change physically and socially. "Human Development Overlay District (HDOD.)" Some key community themes include:
 - "Keep Astoria for Astorians."
 - "Save the best of Astoria for the most of Astoria."
 - "Combine old and new economies."
 - "A place you can still fall down and get hurt."

Consultant team observations included:

- Design review can work in an area like this.
- We could think about the future scale of development by visualizing the “ghost volumes” of past development.
- In some areas along the Riverwalk, structure for protection from the elements would be beneficial.
- Publicly-owned pieces of property provide opportunities.
- Investigate ODOT/Port plans related to circulation improvements.
- There is the potential for additional wayfinding elements (e.g., polsk at Maritime Museum).
- The waterfront includes many interesting places, but they are disconnected and provide poor connections to downtown in some areas.
- There are a number of possible imminent development projects on the pile fields.
- Permitting processes impose constraints in some areas.
- The visual relationship to the water through the north/south streets is important.
- There are issues with sunlight and shade along the waterfront that could be exacerbated by additional development.
- How to keep Riverwalk authentic for residents is a big issue and important to the community.
- The idea of a working waterfront is important.
- Astoria is genuine and beautiful; it is on the cusp of being discovered.
- The size and scope on the river is critical.
- The challenge is how to generate change with positive plan.

Steering committee discussion included:

- Maintaining the working waterfront is very important.
- Agree with the need for better connectivity.
- Concerned about isolating waterfront due to more development.
- Maintain access to the Riverwalk for pedestrians.
- Need to enforce the development code/zoning ordinance (e.g., allow for fewer variances).
- Don't want the Riverwalk to be a carnival or too touristy.
- Keep it for the people of Astoria, but still “user-friendly.”
- The area is disconnected from the water in some areas; don't make this situation worse.
- Consider clustering, back-stepping, land banking to address issues associated with development/heights.
- Think about special nooks along the waterfront.
- Create small spaces for small groups of people to enjoy.
- Don't want the Riverwalk to become a barrier to the waterfront.
- Need restrooms.
- Keep it rough around the edges.

Astoria RIVERFRONT VISION PLAN

Astoria Riverfront Vision Steering Committee Meeting Tuesday, May 20th MEETING SUMMARY

Participants

Steering Committee Members: Ernie Atkinson, Mark Cary, Michelle Dieffenback, Steve Fick, Elizabeth Grant, Blair Henningsgaard, Kurt Englund, Dave Pollard, Al Tollefson,

City Staff: Paul Benoit, Brett Estes, Rosemary Johnson

Consultants: Matt Hastie, Cogan Owens Cogan

Introductions and Status Report

Brett Estes welcomed committee members, including new member Kurt Englund who has replaced former City Councilor Joyce Compere (who recently moved). Matt Hastie gave a brief status report, noting that city staff and the consulting team have accomplished the following activities to date:

- Initiated the project, including refining the scope of work and budget
- Conducted the first Steering Committee meeting, including a tour of the project area by trolley, foot and boat
- Collected and reviewed background materials, report and planning documents (an ongoing task)
- Conducted the first Community Forum at the Red Building on April 9
- Conducted a series of stakeholder group interviews
- Begun summarizing existing conditions in maps and memos, including land use, land ownership, community resources, zoning requirements and other topics

Community Forum Summary

Matt summarized results of the community forum and stakeholder group interviews. He reviewed general observations from the meetings included in summaries prepared for both activities. Those summaries are available on the City's Web site and/or by request from City staff. Matt asked Steering Committee members for their reactions or comments, which including the following:

- People really like the interactive nature of the meeting. It is important for everyone to have a chance to participate. If you conduct small group discussions at future meetings, make sure you give someone at every table a chance to speak during the small group report.

- A group of riverfront property owners convened a meeting after the forum and asked Steve Fick to relay some of their comments and concerns to the Steering Committee. They include the following:
 - Some owners (e.g., Poplin & Bornstien) identified wish list of desired changes in city requirements for development at their sites or others along the riverfront such as higher buildings, ability for more residential use and lower parking requirements.
 - Some owners are satisfied with what they have in terms of development potential or requirements.
 - Liability issues are important to a number of property owners, as are safety issues (e.g., at the Astoria Warehouse) associated with potential conflicts between the trolley and pedestrians with forklifts, or other activities essential to their businesses. There also are concerns about theft, vandalism, fire, etc. as more people use the area.
 - George Brough sees the opportunity for a park to on the north side of his property.
 - Some property owners do not have any plans for over-water development (e.g., at the Maritime Museum).
 - Some property owners (e.g., Steve) are still considering their options and don't have any specific plans for improvements but may be interested in additional development in the future.
 - Generally, there is a mix of different desires and plans in terms of additional future development.
 - The property owners want to continue to be involved in the project and have the opportunity chance to communicate their concerns to the committee.
- There is a significant expense associated with demolition of existing buildings (e.g. Bornsteins).
- There are differences in what type and extent of development is feasible at different locations based on piling location, depth of water and bedrock, etc. Some areas over the water may be less feasible or much more costly to develop than others.
- The property owners' conversation raises many valid issues and points to some of the reasons people are concerned about this process and issues associated with development along the riverfront.
- There is concern by some community members that the city won't enforce its own codes. There is a perception that they will grant any variance or adjustment that is proposed. Appreciate open approach, danger of stakeholder system. Be careful about how information from different activities is weighed.
- When thinking about changes to development requirements, don't expect property owners to give something up without compensation. It is important to respect the investment that property owners have made.
- Most people were pleased with the way the forum went. The acoustics during the comments could have been better. One of the questions people asked was whether there will be plan in place before too many decisions are made about development proposals. That would be an important question to be able to answer.
- We are not seeing enough support for the commercial fishing industry by the city and other decision-makers and groups in the area.
- More residential development in the riverfront could help increase opportunities for economic development in both the riverfront and downtown areas.

- Continued support for maritime-related uses is important (e.g., the bar and river pilots, maritime museum and fishing-related businesses).
- Variances could be an important tool in meeting community objectives related to development, view protection and other issues.

Vision Principles

Matt reviewed a draft set of Vision Principles prepared by the consulting team and staff and based primarily on results of the community forum and stakeholder group interviews. He noted that they are an initial attempt to synthesize key issues and principles voiced by the community and form the foundation of the Riverfront Vision to be created during this project. They will be available for review and comment by community members via the City Web site, the next community forum and other venues. Comments and suggested changes and additions from committee members included the following:

- This is a good, comprehensive list. It represents a good start. It is general in nature but helps frame the issues.
- Expand the “working waterfront” principle to talk about generally supporting and enhancing the city’s economy.
- Include references to safety and maintenance issues associated with the riverfront.
- Clarify direction related to the more specific ideas as you receive more public comment.

Existing Conditions Draft Maps and Report

Matt noted that the consulting team and staff are working on a draft set of maps that describe existing conditions in the riverfront area related to land use, land ownership and community, natural and historic resources. The maps are being prepared by the consultants with staff and Steering Committee input. Because there was not adequate time to review the maps at the meeting, Matt suggested that maps be made available to the committee members for review via e-mail or in person with staff before the forum and subsequently updated as needed. Comments and questions included the following:

- There are unresolved issues associated with ownership for a number of parcels in the area, particularly associated with overwater areas. It is important that the city doesn’t endorse the state’s position on those ownership issues if we don’t necessarily agree with them. We should either note where there are unresolved issues or include some sort of disclaimer on the map about this issue.
- Have you talked about whether or how to build a 3-D model of the Riverfront that could be used to show allowable building heights in different zones or for other purposes? Response: We have talked about doing some 3-D modeling for specific sites to show impacts of development on different types of views. We don’t have the resources to build a model like that for all the existing buildings on the riverfront but haven’t talked about whether we could do it for different zoning districts.
- Is there any logic to the pattern of height restrictions along the riverfront?
- There was some logic to them at some point. They are related to different zoning designations and the types of uses that are appropriate within those zoning districts. Over time, there have been a variety of zone changes in this area. The zoning requirements have carried the height requirements along with them. As a result, there isn’t any specific logic to the overall pattern we have today.

Community Forum #2 Agenda and Approach

Matt reviewed a proposed draft agenda and approach for the next community forum. It will be an open house with stations related to the following:

- **Automated presentation(s)** that will run continuously and provide information about the project to date.
- **Opportunities and constraints map** that people can draw and/or place post-it notes on.
- **Building scale** exercise that allows people to show desired shapes and sizes of buildings for one or more proto-typical (generic) sites along the Riverfront using lego building blocks.
- **Photo Boards** with different types of development or other improvements to generate ideas and determine preferences. Participants will be invited to bring in photos of development or planning documents they have seen and like in other places.
- **Land Use 101** describing existing planning requirements and processes.
- **Existing conditions maps** related to land ownership, land use, and historic, natural and community resources.
- **Vision principles** with an explanation of how we drafted them and a way for people to indicate their agreement with them and/or comments or additions.

Steering Committee generally supported the agenda and proposed exercises. Additional comments and suggestions included the following:

- Give people the opportunity to see the presentation shown at the first community forum.
- Place the big Opportunities and Constraints Map over tables instead of on the floor (as originally discussed).
- Give Steering Committee members more information about the stations and an opportunity to identify the ones they would like to help staff.
- Be sure and notify people well in advance about the opportunity to bring their own photos.

Astoria

RIVERFRONT VISION PLAN

Steering Committee – Meeting #3

Thursday, July 10, 2008

2:00 – 5:00 pm

**Shorebank Offices, Pier 39
Conference Room**

SUMMARY

Status Report

Matt Hastie, project planning consultant, reviewed the tasks that have been completed to date, including:

- Two steering committee meetings
- Two public forums
- Existing conditions maps
- Opportunities and constraints map
- Draft Riverfront Vision Principles

The next steps in the process are for the consultant team to work with the Steering Committee to develop several elements of the vision in greater depth and gather additional feedback from the community. The current schedule calls for the Steering Committee to meet again in August and September before the third community forum.

Community Forum Results

Matt Hastie gave a summary of the results at each station and asked Steering Committee members to add any observations they made during the forum. The focus was on common themes, areas of agreement or disagreement, and how results relate to a future riverfront vision. Overall, Steering Committee members felt the forum was successful. Approximately 75 people attended and stayed for most of the forum. It was good to see many informal discussions take place.

Opportunities and Constraints

Some common themes came out of the opportunities and constraints map, including:

- Maintain physical and visual access to the riverfront
- Improve pedestrian safety across Hwy 30 using streetscaping/landscaping, traffic calming techniques and pedestrian bridges
- Extend the Riverwalk to the east and west
- Rehabilitate historic buildings for new uses
- There are differing opinions regarding what type of development should take place along the riverfront in terms of jobs versus residential versus parks and open spaces.

Building Mass

The building mass station was well-attended. People typically stayed for approximately 30 minutes and completed both activities. The vast majority of people laid out the required parking first and then tried to organize the building around the parking, but soon removed the parking entirely to create the development form they wanted and tried to fit the parking in later. Some people felt constrained by the shape of the Legos. Common themes include:

- Vary height and massing to provide views, air, light, and public access through the sites
- Cluster buildings and use “towers” or concentrated massing to free up ground space for public common areas and to create better site lines to the river
- Create public open space and connections to northern edge (river’s edge) of the site
- Use glass as a building material to provide visual access through building foyers
- Orient retail spaces to the Riverwalk and edges of the site
- Frustration with the number of required parking spaces, particularly with its downtown context

Steering Committee members commented that participants found it difficult to meet all the requirements of the activity in the space provided and often asked to use less than the required number of Legos or requested variances. The exercise forced them to think about innovative ways to design sites given regulations.

Development Design

Of the photos depicting waterfront structures, participants prefer small scale buildings (one to two stories), that are similar to existing structures (Cannery Pier Hotel, “Big Red,” etc.) and feature pedestrian-friendly ground floors. Of the photos depicting paths, parks and open spaces, participants prefer paths made of stone or wood, landscaping along paths (trees, grass), amenities such as lighting and benches and natural areas.

Steering Committee members questioned what conclusions can be drawn from this exercise. The consultants responded that a number of observations can be made based on the results of this exercise. The consultants will add some of these observations to the meeting summary. Steering Committee members recommended that the exercise be repeated at a future public forum with new photos that hone in on what we’ve learned so far.

Existing Conditions

Participants at this station identified several areas that they liked, including:

- Basin Street to the Astoria-Megler Bridge
- Mooring basin near Portway Street
- Riverfront at 3rd Street
- Riverfront between 37th and 39th streets
- On Pier 39
- Western edge of the Alderbrook lagoon
- Parcels zoned for commercial uses between 31st and 32nd streets
- Parcels zoned for commercial use west of 39th Street
- “Big Red” and rehabilitation of historic buildings

Participants did not like:

- Condominiums east of 39th Street
- Condominiums along the riverfront between 5th and 6th streets
- Parcels zoned for industrial use between Washington and 1st streets
- Parcels zoned for commercial use between 1st and 2nd streets
- Parcels zoned for commercial use between 5th and 7th streets

Steering Committee members commented that people had strong opinions at this station. People did not like buildings with excessive heights or inappropriate design. For instance, participants do not like the condominiums east of 39th Street because of the design. A lot of time was spent explaining existing uses to people. Participants were most interested in public properties along the waterfront.

Vision Principles

A large majority of participants support all of the vision principles, including three that received unanimous support. It is believed that two principles did not receive unanimous support because they mention “a mix of uses” and “new development” and some residents are against any new development along the riverfront. Steering committee members would like to see the vision principles become more specific as they process moves along.

Land Use 101

Rosemary Johnson said that she received many questions about measures 37 and 49. She also had a number of conversations regarding Department of State Lands ownership along the riverfront. Many people were surprised to learn about the system of “first right of refusal” and that the parcels can be leased to a second party. Another popular topic was why and how the city grants variances. Many people see variances as a rubber stamp and are now more aware of the variance process and recognize that it is part of the city’s development code. Participants would like to see more criteria or stricter criteria for variances. There should be fewer variances and they should be more difficult to obtain. Participants also showed interest in the idea of height bonuses.

Proposed Committee Process for Meetings #3 to 5

Steering Committee Meetings

Matt Hastie presented meeting topics for the current meeting and the next two Steering Committee meetings. The idea is to discuss one of three elements of the vision at each of these meetings. The topic for this meeting is natural areas and open spaces. The topic in August would be land use and urban design. In September, the Steering Committee would discuss transportation, infrastructure and public improvements.

Meeting #3 = Natural resources and open spaces

Meeting #4 = Land use and urban design

Meeting #5 = transportation, infrastructure, public improvements

The Steering Committee agreed with this scope of work and would like to include opportunities for broader public input over the next few months.

Public Outreach

Matt Hastie presented a number of possible public outreach activities to consider implementing over the next few months.

- The **City's web site** already contains a page for this project. We could post meeting materials and summaries and maps for review and comment by the broader public. The site could provide a link to community survey (if developed) and/or provide other opportunities to comment on work products or the project in general.
- A **public event** where Steering Committee members can hear what people are talking about regarding the vision process. Steering committee members commented that it is important to get feedback somehow from the community before the next forum since it is not scheduled until after September. The Steering Committee could present the work completed to date and take comments. They also could raise the level of awareness through radio discussion programs and articles/editorials in the paper or business journals. Topics could include what makes a "working waterfront."
- A third option would be to host **smaller events**, such as barbeque or coffee gatherings at people's homes. Steering Committee members could host them or the general public could volunteer to host. Smaller meetings were successful in the initial stages of this process and with land owners. This may be a way to allow more families with children to attend.
- Another opportunity would be to set up **community displays** in various locations around the city, such as the library, Coffee Girl, City Hall, etc. The displays could be paired with a project summary and questionnaire.
- A **survey** could be distributed through direct mail or made available at several locations throughout the city. In addition, the survey could be made available online through the City's web site. Steering Committee members inquired about the possibility of a scientifically accurate survey. Matt Hastie informed the Committee that this may be possible, but reminded them that scientific surveys come at a significant cost.

The Steering Committee decided to use multiple approaches to public involvement. The main effort will be to set up displays at various locations in the City and make a survey available at the same sites. The consultant team will attempt to develop an online survey as well. In addition, the Committee will make efforts to raise public awareness through the media, both radio and newspaper. Committee members could host small events if they are able.

Economic Market Feasibility Report

Matt Hastie gave a brief overview of the Economic Market Feasibility Report from E. D. Hovee, focusing on the summary observations:

- Continued interest along the riverfront should be expected.
- Due to high costs of development along the riverfront, new residential development will attract an upper end clientele including second home owners and new residents.

- The City of Astoria can influence a number of key factors affecting development feasibility, including costs of piling, preservation and adaptive reuse, parking, height of development allowed, and ground floor retail requirements.

Steering Committee members commented that the perception that Astoria is a retirement community is inaccurate. Trends show that Astoria has a younger, more educated population than perceived. The Committee also commented on the possibility of encouraging more residential development in and around downtown as opposed to on the riverfront. The information in this report will help inform future discussions.

Vision Elements – Natural Resources and Open Space

Jim Figurski of GreenWorks presented a map that highlights potential sites for open spaces or parks, key scenic viewpoints and possible landscaping treatments along the riverfront or other areas. The map’s intent is to acknowledge the distributed character of Astoria’s waterfront and take advantage of it. The concept consists of four zones from west to east:

1. Bridge Vista Zone – maintains an open vista along the waters’ edge and has a focus on scale and “bigness.”
2. Urban Core Zone – a relatively dense area that seeks opportunities for private spaces/nooks and crannies and physical access to the river. The zone includes managed views and corridors and incorporates elements such as benches and lighting.
3. Civic Greenway Zone – is an open area adjacent to residential neighborhoods, parks and schools. The zone should be an appropriate location for a civic waterfront park.
4. Neighborhood Greenway Zone – acts as a linear park to highlight the river’s natural edge.

In the long-term, specific zoning designations and development code provisions could be tailored to each zone to guide future development. The City would define the character of each zone and determine what to promote and maintain, focusing on the relationship to the river.

The Steering Committee liked that the zones seem to come out of the existing character of the riverfront naturally. The zone near downtown is the urban core zone. The civic greenway zone has the most public land. The zones not only exist along the riverfront, but tie back into the neighborhoods. The Committee also felt that the zones and approach respond well to what a lot of community members have said they want to see along the riverfront so far during this process. It balances a number of viewpoints and provides for a mix of uses and environments.

The Committee decided that this map should be displayed at various locations for public comment once some revisions are made. The maps will be accompanied by a survey. 11x17 maps with narrative on the back should be available for residents to take home. The materials will be made available online as well. It will be important to note that this map is incomplete without the other elements, which will be produced in the coming months.

Next Steps

- The consultants will revise the public forum summary and the City will post it on the project web site.
- Consultants will work with City staff to refine the map and narrative.
- Consultants will produce a schedule of broader public outreach activities.
- City staff will organize a public awareness effort in coordination with the displays.

The committee's next meeting will take place sometime during the second half of August and will focus on land use and urban design.

Adjourn

Astoria RIVERFRONT VISION PLAN

Steering Committee – Meeting #4

Wednesday, August 27, 2008

2:00 – 5:00 pm

Baked Alaska, Discovery Room

SUMMARY

Outreach Results

Brett Estes and Rosemary Johnson reviewed the outreach done to date and presented the schedule for upcoming outreach activities related to the natural features and open spaces work products. The Natural Features map was put on display at the City of Astoria Service Fair on Thursday, August 21. People were generally interested in the “four-area” concept and had more questions than comments. The comments that people did have were generally positive.

The natural features and open spaces work products, including a map, map description and survey will be available in several locations throughout the City. There will be two phases to the roll-out of the natural features materials. Staff and steering committee members will host a “meet and greet” at each location. Phase 1 displays/presentations include:

1. Astoria Library, 9/10, 5-7pm
2. Fultano's, 9/4, 5-7pm
3. Fort George Brewery, 9/8, 5-7pm
4. Coffee Girl, 9/6, 1-3pm
5. Englund Marine, 9/13, 10am-noon

Phase 2 displays will take place at the Senior Center, Columbia Coffee and other locations. Other possible locations include the schools, River Pilots building, Maritime Museum and Astoria Builders Supply. The survey will be available online for people who are unable to visit the displays. The City will coordinate a media release in coordination with this outreach effort, including articles and ads on the radio and in the newspaper.

These materials also were presented to the City Council. The Council had positive feedback and, in particular, like the way the concept breaks up the waterfront into manageable zones that each have a unique character.

Vision Elements – Land Use and Alternatives

The second in a series of three vision elements to present to the public will relate to land use alternatives, including:

- Distribution and intensity of land uses
- Building heights, form and design
- Parking and other site design issues

Allison Wildman of SERA presented draft land use materials. Four maps were developed to correspond to each area in the “four-area” concept developed and introduced in the Natural Features map. The following is a summary of suggestions incorporated in the maps along with comments from steering committee members in response to these recommendations. Comments listed below in italics are from Committee members unable to make the August 27th meeting.

Bridge Vista Area

- Some support for expanding the historic district design overlay to accentuate the historic node and create a gateway for the urban core. The district should also apply to any future development on parcels over the water.
- Work with property owners and local artists to create a series of murals on the blank walls of buildings. Strong support for this concept.
- Change zoning from tourist commercial (C-2) which stipulates that all uses have to be oriented to visitors, to a more general commercial zone that would allow for a wider variety of mixed-uses and enhance the “working riverfront.” It’s important to look at zone changes along the entire riverfront to determine their collective impact.
- *Add list of bullets describing the built environment similar to the format used in Natural Resources and Open Space map.*

Urban Core

- Continue the change zoning from tourist commercial (C-2) which stipulates that all uses have to be oriented to visitors, to a more general commercial zone into the eastern portion of this area from the Bridge Vista Area.
- ODOT is considering improvements along Marine and Commercial between 8th and 14th Streets.
- Enhance 12th Street public realm to formalize the Sunday Market. The Sunday Market may move, so signage and wayfinding elements are more important than creating a festival street with permanent streetscape improvements to draw people from downtown across Highway 30 to the riverfront and vice-versa. The view of the river and treatment of the Riverwalk Trail and river’s edge may do more to draw people there than improvements to 12th Street.
- Key views from the hills are found at 8th, 11th, 12th, 14th and 16th Streets. These would be good locations for River Trail extensions and viewpoints. A viewpoint won’t work at 4th Street. They also would be good places for providing larger setbacks from the public right-of-way for new structures and/or stepping back the height of any new buildings on either side of these corridors.

- Establish an “urban core parking district” where parking is managed comprehensively as a district instead of by individual site.
- In conjunction with establishing a parking district, significantly reduce or possibly eliminate on-site parking requirements for areas over the water to encourage a pedestrian-oriented edge. There was general support for this as long as it can be done while continuing to meet parking needs overall and in specific subareas.
- *The area noted for gateway and pedestrian crossing improvements at 8th and Marine should include the block of 8th to the intersection of Commercial.*
- *Add list of bullets describing the built environment similar to the format used in Natural Resources and Open Space map.*

Allison presented four concepts for new riverfront development and access to the river:

1. Status quo – current development code does not require public access to the Columbia River when riverfront properties are developed or redeveloped.
2. Access through middle of site – in exchange for a height or density bonus, the developer dedicates an easement through the middle of the site to help break up the massing of the development.
3. Viewpoints – developer and City share the costs of a half-street improvement on both sides of the new development. The boardwalk/pier is extended beyond the new development to provide visual access points along the waterfront. If new development occurs on both sides of the public right-of-way, it becomes a wider boardwalk/pier.
4. River Trail extension – in exchange for a height or density bonus, the developer dedicates an easement and constructs a River Trail extension on the waterfront edge of the property.

Funding mechanisms such as system development charges (SDCs) would be needed for the City to contribute its portion of public improvements. Astoria is the largest city in the State without SDCs. *Issues such as funding and density bonus trade-offs should be discussed in bullets associated with this page.*

Steering committee members like concepts #3 and #4 the best. There is some concern about maintenance agreements, liability issues and these arrangements being a “license to encroach” for the city.

Civic Greenway

- Rezone parcels along the riverfront to open space/conservation zone to create a new riverfront civic park. Consider adjacent properties for future park expansion. It is important to make clear that the City has no intention of closing or relocating existing businesses. Steering committee strongly supports the park idea. Staff and committee members noted a concern with extension of the park onto adjacent areas that are currently privately owned in the short term but noted that it may be appropriate to note this as a long term goal if the owners decide to change the property’s use.
- Change height limits from “none” to 45 feet or less. Consider larger E-W setbacks and form-based code.

- Relocate city maintenance yards. This may be possible in the shorter term. Police and fire facilities will take more time or may remain and be important community facilities for the area.
- Develop new public streets and zoning from general commercial to medium or high density residential between 30th and 32nd streets to create a neighborhood link between the proposed riverfront civic park and Safeway. One new public street will be created as part of a new townhome development. This site may be an opportunity for affordable/workforce housing through public/private partnerships.
- The City received a grant from ODOT to make improvements at 37th Street and Highway 30 and coordinate with Geno's Pizza drive-through. There are some issues with variances for building heights in this area.
- *Change Astor School Park to Columbia Ballfield*
- *Delete the note to change height from none to no higher than Red Building. This idea should be included in future conversations when a more comprehensive look at building heights is addressed.*
- *Note that the area currently zoned marine industrial could be considered as a possible area to be rezoned.*
- *Add list of bullets describing the built environment similar to the format used in Natural Resources and Open Space map.*

Neighborhood Greenway

- Rehabilitate and enhance the river's edge and riparian edge along Alderbrook Lagoon with native plants. Provide periodic resting/viewing points.
- Rehabilitate railroad trestles and extend River Trail over Alderbrook Lagoon. Parks Department has a grant to improve a portion of the trestle.
- Develop a natural, unprogrammed Alderbrook Lagoon park and trail system. The City purchased an easement for this trail up to 45th Street where there is an informal kayak/canoe launch.
- Majority of lands adjacent to lagoon are city-owned and/or protected by zoning.
- *Add a comment on Highway 30 west of Crest Motel stating that views over Alderbrook should be enhanced and protected.*
- *Add list of bullets describing the built environment similar to the format used in Natural Resources and Open Space map.*

General Comments

- Steering committee members were interested in further exploring "form-based zoning," which stipulates the form (mass, height, etc.) of a building rather than its use.
- The steering committee has not yet had a discussion about "how to make property owners whole" if outcomes restrict their property rights.
- Consultant team will work with the City to create a map that shows 1) who has leases along the riverfront; 2) who has rights of first refusal for future leases over the water along the riverfront. DSL owns all submerged lands, but shoreland property owners have first right-of-refusal to lease the submerged lands.
- Changes to north side of Marine Drive should be mirrored on the south side.

Parking District

The consultant team outlined the process for creating a parking district. Matt Hastie described the basic steps in the process which include:

1. Determine parking issues/problems
2. Inventory the current supply of parking spaces
3. Determine the current and future demand for parking spaces
4. Develop strategies to manage parking space availability to meet goals
5. Inform the public of changes in parking management methodology

Oftentimes, what citizens perceive parking problem to be much more significant than they actually are. Another consideration is whether or not a parking structure is appropriate and whether or not citizens would be willing to be taxed for such a facility. Parking structures are very costly and typically one of the last options to consider, particularly in smaller communities. Another option may be to developers a fee to help pay for a future parking structure in lieu of providing on-site parking.

Next Steps

- Consultant will revise the Land Use maps based on steering committee and City Council feedback
- Natural features maps and work products will go out to the public
- Focus of the next steering committee meeting will be transportation and other public improvements. The meeting will be scheduled for the first week of October. Sherri will poll steering committee members for dates that work best.
- Outreach will be conducted to youth through the school district and to home-schoolers.

Astoria

RIVERFRONT VISION PLAN

Steering Committee – Meeting #5

Wednesday, October 1, 2008

1:00 – 3:30 pm

Englund Marine, Second Floor Conference Room

95 Hamburg Avenue

SUMMARY

Outreach Results Update

Brett Estes reviewed the outreach done to date on the Natural Features map. Over the past month, an estimated 200 to 250 people viewed the maps and associated materials. The Sunday Market was the most popular location for people to view the maps. A total of 89 surveys were completed with 68 completed on site and 21 completed online. Of the many and diverse comments received at the various viewing locations, the comments heard most frequently include:

- Concerns about the impacts of pedestrians on the Alderbrook Neighborhood
- The River Trail is the heart and soul of community
- Need clarity regarding underwater ownership/leasing
- Where should the eastern edge of the urban core be?
- Ensure that property owners and lease holders are notified of the vision process

Steering Committee members shared the comments they heard at their viewing location:

- People like the four areas; balanced approach with some development and some preservation
- At the Sunday Market, we heard from locals, regional residents (Warrenton), people visiting from Portland and tourists from outside of Oregon
- Riverfront development should support the health of downtown; character must be discussed
- Cruise hosts noted that people on cruise ships comment on our Scandinavian character
- Don't ruin the River Trail
- Underwater and upland leases; takings
- Like the four zones; concerned about density in the urban core and possibly in the Bridge Vista area (descriptions of each area were added to the maps in order to

respond to concerns about what “urban” refers to); major issues haven’t been addressed; balance between open space and development

- Piers used along Rivertrail are dangerous for bicycles, especially those with skinny tires
- Views; development with lower heights; view of the river from the River Trail; fair compromise to have open space in the greenway and more development in the urban core

Rosemary Johnson provided an update on outreach to Astoria’s youth. COC and the City developed a list of recommended activities for different age groups. The school superintendent has passed this information on to school principals. The high school will definitely participate. The superintendent and Rosemary will follow up with each of the principals by mail/email.

Vision Elements – Transportation –

Theresa Carr of CH2M HILL introduced herself and presented draft materials regarding transportation and other public improvements. Four maps were developed to correspond to each area of the “four-area” concept. The purpose of these maps and recommendations is to improve access to and within the riverfront area for all modes of transportation. The recommendations come from a number of previous transportation planning efforts:

- Uniontown Plan
- Gateway Plan
- Transportation System Plan
- ODOT Commercial/Marine Transportation Improvement Plan
- Port Master Plan

The following is a summary of comments from Steering Committee members in response to the transportation recommendations.

Bridge Vista

- (#1) The Port has a grant from ODOT for transportation improvements, but funds are limited
- (#1) Include a picnic area and restrooms along with parking at Pier 3; people currently use Englund’s parking lot to access the River Trail
- (#1) New road from Pier 3 to Young’s Bay Bridge traffic circle seems like an odd concept; the current Port of Astoria Master Plan calls for trucks to use Portway and cars to use the new “grand entrance for cars; new Port director is in the process of reviewing previous planning efforts
- (#10) Biking/walking along Marine or Commercial is not as nice as along the River Trail; place more emphasis on directing pedestrian and bike traffic to the River Trail with signage; consider commuter versus recreational cyclists
- (#11) Same comments as #10; without warehouses, visual connection to river could be strong

Urban Core

- (#3) Look at how people cross at 8th and Commercial; the block between the courthouse and post office buildings gets a lot of pedestrian traffic
- (#4) Vistas should be developed in coordination with private property owners; opportunities to incorporate pieces of the boardwalk should be explored over time
- (#5) A task force assisting ODOT with replacing downtown traffic signals determined that curb extensions are not consistent with Astoria’s historic character; trees are not an option due to the hollow sidewalks; people do not want sidewalks cluttered with planters and furniture that impede the movement of pedestrians and block storefronts; canvas awnings help protect merchandise from the sun and customers from the rain
- (#6) East/west treatments should be the same as north/south treatments; there should be more focus on the east and west ends of Highway 30 where it is harder to cross
- (#7) Encourage pedestrians to cross at 14th and 17th Streets

Civic Greenway

- (#2) This isn’t a high-traffic area, but may be if a riverfront greenway is developed in the future; this is a vehicle hazard due to bottlenecks caused by the traffic light near Safeway

Neighborhood Greenway

- (#2) There could be a bridge connecting the trestle to the Alderbrook Neighborhood near 45th Street; neighborhood residents suggested a “pedestrian cul-de-sac;” signage for bicyclists could help pedestrians navigate their way

Steering Committee stated that a toolkit of ways to aid pedestrian crossings and improve traffic flow would be useful

Priorities

- Focus on the River Trail; direct bike and pedestrian traffic to trail
- Piers/viewpoints out on the river; amend land use regulations to create trade-offs for private property owners in the urban core
- Pedestrian access on the east and west ends of town

Next Steps

The next step in the outreach process will be to display the land use maps in locations around the city for public feedback. A schedule for Steering Committee member participation will be developed soon.

Consultants will make changes to transportation maps based on Steering Committee comments. These maps will be put on display along with a survey following the land use maps. The consultants will be put together a draft vision document. There will be one more public forum in Phase I at which the draft vision document will be developed. The Steering Committee will review this document by email or at a city staff led meeting in early November.

In Phase II, the consultants will include more details on the vision and implementation and other issues such as:

- Building height
- Land uses
- Form-based code tools



SUMMARY OF COMMUNITY FORUM RESULTS

Astoria RIVERFRONT VISION PLAN

Community Forum
Wednesday, April 9, 6:30 – 9 pm
Red Building Loft, 20 Basin Street

SUMMARY

This document summarizes the first community forum conducted for the Astoria Riverfront Vision project. It is a summary of the results of that workshop and will be considered along with a variety of other information in crafting a vision for the riverfront. It should be considered as an important source of information about community opinions and desires but will be supplemented by and integrated with other types of feedback and data.

On Wednesday, April 9, 2008, approximately 230 people participated in a community forum to discuss the future of Astoria's riverfront. The City of Astoria is working with the community to establish a sustainable riverfront vision that ensures equitable riverfront growth by balancing development with the desire to preserve Astoria's quality-of-life and connection to its unique history.

Matt Hastie of Cogan Owens Cogan, LLC explained that the purpose of the vision is to guide future use, preservation and development of private and public lands adjacent and close to the Columbia River.

Paul Benoit, Astoria City Manager, provided participants with a history of the Astoria Riverfront. He was followed by Paul Pawlowski of SERA Architects and Matt Hastie who presented preliminary riverfront conditions, opportunities and constraints. That information was gathered through initial meetings with city staff and a site tour with the project Steering Committee.

After the presentations, 20 groups of six to ten people were asked a series of questions:

1. What is the most important issue facing the riverfront?
2. What areas along the riverfront should receive the most focus in this project?
3. Identify your favorite example of good riverfront development.
4. Where are the most important points for access to the riverfront from adjacent neighborhoods?
5. Where do you spend time on the riverfront?
6. In addition to the questions we discussed tonight, are there any other issues that are particularly important to address in the riverfront vision?

Through this process, a number of priorities were identified.

Physical and Visual Access

Public views and access to the riverfront were identified as most important to those in attendance. While some residents would like to see an end to further development along the riverfront, the majority accept the idea of more development as long as public access (physical and visual) is maintained in some capacity. There is a strong desire to work with private land owners to provide public access to their properties. Development codes are often mentioned as a way to maintain access to the riverfront, but others believe the city and its residents should consider purchasing riverfront properties to obtain public control.

Development

Concerns about riverfront development are not limited to public access and views. Residents who attended the Forum also wanted to ensure that new development fits in with the existing character of Astoria. For some people, this could mean rehabilitating existing structures rather than tearing them down. Design review was mentioned as a tool to shape development. Private property rights and over-regulation were mentioned less often, but are important considerations nonetheless, as is the cost and practicality of rehabilitating certain types of structures.

Land Use

It was identified that Astorians are proud of their “working riverfront” and take pride in the mix of residential, commercial, industrial and open spaces uses. They want the riverfront to remain authentic and resist it becoming too “touristy.” Some meeting participants warn against allowing the riverfront to become primarily residential as that could affect access by the broader public. It was noted that residents want to see the riverfront remain economically viable in terms of its ability to provide jobs and its ability to attract visitors.

Museum/train station to Pier 39

Many of those in attendance wanted to see the western portion of the riverfront as designated for industry and more intensive development and the riverfront’s eastern portion for open spaces and views. The area between the Columbia River Maritime Museum and Pier 39 appears to be an important area of focus.

Downtown

Another area of focus should be the connections between downtown and the riverfront. Many people at the Forum felt there should be a synergy between these two areas enhanced by signage and landscaping. Visitors and residents alike should be comfortable going back and forth between the open spaces and beauty of the riverfront and the retail opportunities of downtown. Some people would like to see downtown spaces better utilized before new development takes place on the riverfront.

The following is a synopsis of comments recorded at each of the 20 group discussions and taken from forms completed after the forum. Bulleted statements are individual comments presented as they were written or recorded at the forum. Some clarification with addresses or corrected names has been added. They should not be viewed as representing the consensus of all participants or conclusions drawn by the project team.

1. WHAT IS THE MOST IMPORTANT ISSUE FACING THE RIVERFRONT?

Views

At least one person in 14 of the 20 groups identified preserving visual access to the river as the most important issue facing the riverfront. There was concern raised that the height and amount of development may block existing views and there is some disappointment that recent development has already done so in certain locations. Participants vary in their opinions on the type of views that should be maintained. Some residents would be satisfied if view corridors remain intact, while others want to preserve panoramic views of the river.

- Can't see water from trolley between 6th to 12th Streets
- Preserve view corridors
- Panoramic views
- Long distance views – Tongue Point to Megler Bridge
- Don't lose views, they have economic value

Access/open spaces

Physical access to the riverfront was mentioned as the most important issue in eight groups. Many of those in attendance stated they do not want to lose their ability to connect to the river, however this varies in interpretation. In some cases, this concern is due to fear that expensive, gated developments will fill up the riverfront. They would like to see public access required as part of new private developments along the river. Other meeting participants would like to see more public control over the riverfront to protect existing open spaces and provide new ones. For many, this issue boils down to a tension between private property rights and public benefit.

- Maintain physical access to riverfront
- Limit expensive condos
- No gated developments
- Increase public control
- Keep city property as open space
- Investigate cost of purchasing riverfront for public, bond to purchase
- Maintain and extend Riverwalk
- Private vs. public
- Connect open spaces with river

Development

Seven groups discussed the potential for development to affect visual and physical access to the river. Some participants are concerned about overdevelopment and variances that have been issued for increased building heights. They would like to see development grouped or concentrated in specific areas in order to maintain existing views. About the same number of groups discussed development in terms of how it can best fit into the community. A number of participants would like to see existing buildings reused rather than torn down. They want strong codes and design review to ensure that new development complements existing architectural character. Some people want to see proposed uses that are economically viable to ensure that the buildings will be maintained well into the future. A smaller number of meeting participants stated concerns about overregulation as a threat to property rights and development.

- Don't overdevelop
- Don't build too tall
- Good, quality, planned development; building design; architectural character; fit into community
- Economically viable

- Development take advantage of river
- Code: no variances, consistency, design review
- Variety, balance development
- Preserve existing buildings
- No new condos for wealthy
- Group development
- Maintain open space east of museum
- Public benefit vs. private
- Respect property rights
- Don't over-regulate

Mix of uses/economic viability

Many meeting participants expressed a desire to see a variety of uses along the riverfront and stated they are proud of the "working riverfront" and take pride in the mix of residential, commercial, industrial and open spaces uses. Some participants warn against allowing the riverfront to become primarily residential. They believe that the riverfront is economically vital, both in terms of its ability to attract tourists and its ability to provide jobs. They want the riverfront to remain authentic and resist it becoming too "touristy."

- River as recreation destination
- Viable, economic development
- New development should bring higher wage jobs
- Don't replace employment with residential
- Mix of residences and businesses
- Keep what exists
- Balance uses; diversity
- Working riverfront, including arts, economic development
- Real community, not touristy
- Keep history, authentic, but evolve with change

Protect river/natural areas

A small number of groups prioritized the protection and health of the river and want to see natural areas along the riverfront restored. Many participants enjoy watching nature and would like to see non-native vegetation replaced with native species.

- Astoria is a river town and should have connections to the river that aren't paved
- Preserve and protect river/natural areas (health)
- Account for environmental issues (natural areas)
- Protect natural beauty

Other comments

- Public restrooms along Riverwalk
- Clean, attractive appearance
- Safety
 - Bikes along Riverwalk
 - Nighttime, more lighting
- Possible addition of LNG pipeline, effect on development, vision, tankers
- Relocate highway and create a bypass
- Create a consistent, understandable plan

2. WHAT AREAS ALONG THE RIVERFRONT SHOULD RECEIVE THE MOST FOCUS IN THIS PROJECT?

Museum/train station to Pier 39

At least one person in nearly every group mentioned some variation of the area between the Columbia River Maritime Museum or old train depot and Pier 39. The majority of participants want the open spaces that currently exist along this stretch of the riverfront maintained. Several participants mentioned places they would like to see improved, such as the area surrounding the City shops and the old train station. An equal number of participants identified this area as a focus, but did not specify what they would like to see take place.

- Do not issue height variances
- Maintain open spaces; keep undeveloped
- Slow condos
- City shops 30th to 31st
- Train station area is scary

Downtown

A number of meeting participants want efforts and energy focused on the downtown area extending out to the river. As mentioned earlier, many of those in attendance stated they are proud of the working riverfront. They would like to see new development and improvements take place in this area, including the clean up of derelict properties.

- Real, working riverfront
- Downtown to Maritime Museum
- New development should be in downtown area
- Existing buildings between 3rd and 17th
- Beeline Roofing and other junky areas

Cannery Pier Hotel to 17th

Many of those who identified from 17th Street to the west end had specific properties in mind. Others would like to strengthen connections between the Riverwalk and downtown to ensure the viability of both.

- Focus development from Maritime Museum to Cannery Pier Hotel
- Red Lion is run down
- 6th, 7th and 8th Streets in front of Fisher Brothers
- 3rd to Astoria Warehousing for view corridor example
- Downtown core, 5th to 14th views and use

East and west ends

There was a concern expressed among those in attendance about the gateways to Astoria on the east and west ends. Several people mentioned the condition of various Port properties as well as boarded up houses that can be seen when entering or exiting the city. A smaller number of residents want to see the Alderbrook natural areas and lagoons preserved.

- Concern about east/west ends/gateways
- Port properties
- Why isn't west side of port included?
- Alderbrook and lagoons natural areas

Public access, public lands/area north of railroad tracks North of tracks

Some participants also want the focus of this project to be on areas of public access to the river. This area consists of the land between the railroad tracks and the river. Publicly-owned lands are seen as having the greatest potential to maintain public access.

- Public access points
- Riverfront access
- Focus development to south
- Publicly-owned lands

Other areas/types of areas

- View corridors
- Whole riverfront
- Dairygold area
- Tongue Point facilities
- Those with dilapidated structures
- Identify the areas with the most need
- Preserve views and open areas along entire riverfront
- Development opportunities; pilings
- Undeveloped areas
- Condo development
- Working Port
- Historic sites

3. IDENTIFY YOUR FAVORITE EXAMPLE OF GOOD RIVERFRONT DEVELOPMENT.

Pier 39

A number of people are fond of Pier 39 as it was mentioned in 12 groups. They like it for its diversity of uses, its authentic feel, that it provides jobs, and the fact that the developers “took something old and made it new.”

- Pier 39
 - Adaptive reuse
- Cannery at 39th
- Pier 39 brew pub, office
- Public access
- Not perfect is good
- Jobs
- Diverse uses; mixed use; working riverfront
- “Real” place

Cannery Pier Hotel/Red Building Loft at Basin Street

Participants enjoy the Cannery Pier Hotel and nearby Red Building Loft because of their historic character and attractive appearance. These buildings were mentioned in 12 of the 20 groups.

- Cannery Pier Hotel
 - Well-planned – safe and accessible
 - Create people places
 - Great architecture
- Red Building at Basin Street

No. 10 6th Street

At least one person in 10 of the 20 groups identified No. 10 6th Street as a favorite example of development. Those who listed it enjoy the view it provides and several people said that “you feel like you can almost touch the ships.” Participants seem to feel that this area is a “people place.”

- 6th Street Pier/viewing platform
- Fishing
- Proximity to ships

Maritime Museum

The Maritime Museum was mentioned in eight groups, is well-liked and a major access point for the riverfront. People enjoy the public plaza and appreciate the availability of parking.

- Museum and plaza
 - Attractive
 - Public access
 - Parking

Shoreland area

Participants in at least seven groups identified the Riverwalk and trolley as their favorite examples of development. Astoria’s working riverfront also was mentioned.

- Riverwalk
- Trolley
- Working riverfront
- Development south of Riverwalk

River Pilot station

The River Pilot station was mentioned in four groups. People like the refurbished buildings and dock.

- Refurbished dock

Mill Pond

Some people responded that they like that the Mill Pond development as it is not too tall and fits in with the character of the community.

- Not too tall; open
- Historic precedent
- Park area

East and West Mooring Basins

Several meeting participants stated their fondness for the East and West Mooring Basins, particularly for their public access and boat watching. Other reasons cited include the west basin’s working riverfront feel and the ability to view sea lions near the east basin.

- East Mooring Basin
 - Public access

14th to 20th Streets

14th Street was mentioned in four groups.

- Englund project is good
- Balance of development and open space
- 16th Street Park

- Open; views
- 14th Street and other parks

Other developments

- Train station
- “Park” at train station
- Docks on 12th
- Open spaces
- Bumble Bee
- Alderbrook station; art gallery
- Wet Dog at 11th Street
- Sardine factory at 9th Street
- Port Angeles walkway
- Fishhawk Fisheries at 4th Street
- Builders Supply at 18th Street and Dr. Park’s building at 21st Street
- Brick warehouse at 3rd & 4th Streets
- Maritime Memorial area
- Greenway from 14th to Safeway
- Fishing near 8th/9th
- Astoria Warehousing near Columbia Avenue
- Industrial wastelands and trestles
- Boiler behind Stephanie’s Cabin near 2nd Street
- Hanthorne Cannery / Pier 39
- Holiday Inn Express at Columbia Avenue

4. WHERE ARE THE MOST IMPORTANT POINTS FOR ACCESS TO THE RIVERFRONT FROM ADJACENT NEIGHBORHOODS?

Downtown (6th to 16th Streets)

Nearly every group either directly or indirectly identified a need for access and connections between downtown and the riverfront. Nearly every street between 6th and 18th Streets was mentioned at least once. Many comments cited access to retail as the reason to build strong connections.

- 12th Street to Sunday market across Hwy 30
- Commercial Street
- 4th to 18th Streets
- Downtown needs access for retail
- 6th Street Park
- Downtown streets open to riverfront
- Easy access and public parking at 14th Street
- Englund Marine at 15th Street to Maritime Museum

West end/Port/Uniontown

Nearly every group mentioned connections between the west end of the riverfront and Uniontown as important as well. Participants provided a number of reasons to focus on connections in this area, including a current lack of parking, the availability of parking, poor existing connections, and access to the Port and Maritime Memorial.

- 2nd and Marine
- Pier 1 for cruise ships

- Uniontown charm
 - Parking
 - Maritime Memorial
- Great access at Uniontown
- Port Area
 - Great parking
- West Mooring Basin
- Hamburg
- Portway
- Need new parking lot like Maritime Museum on west end
- Basin Street area near Port
 - Redevelop for pedestrian and bicycle access
- Bay to Basin
- Roundabout on Smith point
- Difficult connections from Uniontown to 8th
- From McDonalds at 7th Street

Maritime Museum/17th

Approximately 12 groups see the Columbia River Maritime Museum (CRMM) as a major gathering place along the riverfront and would like to see the connections to adjacent neighborhoods made stronger and safer. The museum is very accessible and is a convenient place for people to park.

- Over Hwy 30 at 17th
- Keep access to open spaces from Museum across 17th
- Museum is best access point if driving, parking and safety
- CRMM to USCG
- 17th Street has easy parking, visible from highway
- Parking, access
- Access to downtown
- Stoplight needed at museum

37th Street/East Mooring Basin

People in eight groups identified a need for better crossings at 36th and 37th Streets. This is an important connection for people trying to access the East Mooring Basin and boat ramp.

- 36th/37th Streets
- Difficult to access boat ramp
- East Mooring Basin
- 36th Street is important Hwy 30 crossing from Uppertown
- Need light at 39th Street
- Uppertown

Access/parking

Easier access to the riverfront across Hwy 30 and parking were often cited as important issues.

- Railroad station near CRMM good place for vehicles
- Every street has access to river
- Continuous access; public space; public right-of-way
- Street access for view corridors
- Access; no private development
- Pedestrian access vs. parking

- More access from neighborhoods
- Availability of parking to get to river
- Pedestrian, traffic bridges
- Sky bridge
- At all streets across Hwy 30
- Safe, pedestrian-friendly crosswalks
- Protect public access
- Public parking
- Safeway trolley stop/lot
- Crossings at Safeway and Comfort Suites
- Trolley stops access and parking

Wayfinding/landscaping

A number of participants would like to see wayfinding signage and kiosks as well as interpretive signs.

- Need more kiosks like at 17th
- Wayfinding for visitors
- Signage to and from riverfront
- Consistent signage, landscaping to riverfront
- Access points should be attractive

Other comments

- All streets
- Alderbrook
- Dairygold/train station area
- Marine Drive by hospital
- Bad intersection by City Lumber
- Home Bakery area at 29th Street is hard to cross
- 14th to Safeway is tough to access
- Trails for bikes and walking
- Open spaces
- Remove Hwy 30
- No lights
- Recognize public transportation district
- Marina
- Places with traffic lights
- Access for small boats

5. WHERE DO YOU SPEND TIME ON THE RIVERFRONT?

Maritime Museum to East Mooring Basin/Pier 39 to Alderbrook

People in every group spend time in the area from the Columbia River Maritime Museum to the East Mooring Basin and Pier 39 and on to Alderbrook. The most popular places to spend time are at the museum, Pier 39 and the East Mooring Basin. Others enjoy the natural beauty of Alderbrook.

- Maritime Museum to Pier 39 to Alderbrook
 - Open space
 - Easy parking

- Views
- East Mooring Basin
 - Sea lions
 - Boats
- Pier 39
 - Coffee
- Lagoon
- 45th to 37th
- Alderbrook
 - Inviting
 - Natural
 - Good views
- Park near Safeway
- Old train station east to Coffee Girl
- 24th Street
- Condos to Maritime Museum
- Riverwalk from Police station (30th Street) to Safeway (33rd Street)

Downtown to Safeway

Nearly as many people and groups specified the area between downtown and Safeway as their favorite portion of the riverfront. This geographic area overlaps with the previous area, probably due to the readily available parking at Safeway and the Maritime Museum. The working riverfront was mentioned often as were parks, such as No. 10 6th Street.

- Riverwalk from 6th to 14th Streets
 - Safe
- Englund Marine
 - Marine activities
- From Old Englund Marine east because you're on the water
- Between train station and Old Englund Marine
- 6th, 8th, 9th, 11th Street – Safeway
 - Active; people
- Maritime Museum to Safeway
- Safeway to downtown
- Mill Pond east
- 7th and 8th near fish processing
- 9th and 10th Streets (wildlife)
- 5th to 17th Streets
- Maritime Museum to Bornstein at 7th Street
- Downtown between 14th and 6th Street, Bornstein's at 7th Street
- #10 6th Street
- 12th and 14th

Maritime Museum

The Maritime Museum itself is a popular tourist attraction and gathering place for local residents.

- Maritime Museum
 - Accessible
 - People
 - Interesting

- Gift shop
- Museum and nearby open spaces
- Maritime Plaza

West end

Like the riverfront area adjacent to downtown, some of those in attendance appreciated the west end for its working riverfront character, including boats and fish processing.

- 2nd Street
- Maritime Memorial
- New Englund Marine Building
- Port docks to bridge
 - Easy access
- Memorial Park and Port
 - Walking
 - Views of ships
- Pier 1
 - Smell of fish blood
- Pier 2
- Pier 3
- Under bridge
- 6th Street, Cannery Cafe
- Port Marina
- Beach by Holiday Inn at Columbia Avenue to 14th Street

Greater Riverwalk

People in several groups enjoy what the Riverwalk has to offer in its entirety.

- Riverwalk – wonderful access, different environments (9)
- 6th Street to trestle at 42nd
- 6th Street to near Safeway
 - Variety
 - Markers
- Port to Pier 39

Other places

- Old buildings in touch with history
- Ship Inn at 2nd Street
- Fish come in for processing
- Downtown area to lookout
- 29th to Uniontown
- Cannery Café at 6th Street
- Wet Dog at 11th Street
- American Can Company (aka Astoria Warehousing)
- Columbia House at 3rd Street
- Fishhawk Fisheries office at 4th Street
- Riverwalk for bikes except 7th to 11th
- Restaurants on water
 - Coffee Girl at Pier 39

- Baked Alaska at Docks on 12th
- Brewery
- Ship Inn
- Behind Astoria Warehousing
- East of bridge – west is too industrial
- Piling fields, history
- Pilings
- Boat access area
- At open views
- Trolley
- Like deserted decrepit area

6. IN ADDITION TO THE QUESTIONS WE DISCUSSED TONIGHT, ARE THERE ANY OTHER ISSUES THAT ARE PARTICULARLY IMPORTANT TO ADDRESS IN THE RIVERFRONT VISION?

These comments, in particular, consist of comments gathered during group discussions and on comment cards submitted by those in attendance. Many of these comments could have been placed in a number of the following, arbitrary categories.

Views/heights/development

The most popular and controversial issue along the riverfront concerns development. A majority of the community wants to see physical and visual access to the river maintained. Some people want to see development grouped to retain open spaces. Others do not want to see any more residential development. Still others want to ensure that new development fits in with the character of the community.

- Bad Development = Columbia House at 3rd Street, condos
- Allowing too many tall condo units for housing – second home owners
- Place condos strategically
- Develop vacant/underutilized property away from river instead of riverfront
- Don't let private development block public views
- Cluster tall areas together and have less dense nodes
 - Reduces traffic and parking needs
- New construction between Port and 17th; no height restrictions
- Discontinue development over the river
- Step building heights up from water back toward slope
- Limit residential building
- Comfort Inn wrecked views of bridge
- Riverfront buildings exceed zoned heights
- Keep heights down
- No development between 17th and 39th on riverfront
- No amount of development will block views due to public ownership and cost of development
- Creative reuse
- Build something tall adjacent to City Lumber
- Adaptive reuse
- Private development with public access
- See ships while driving down hill
- View from hillsides and neighborhoods protected

Zoning/design/height/code/planning

Directly related to concerns about development is residents' desire to control that development through development codes and design review. Building height and aesthetics are of particular concern.

- Design review
- Enforceable codes/zoning/restrictions to carry out vision
- Historic preservation
- Transparent process for development review
- Extend design review to Youngs Bay
- Height and zoning plan
- No variances
- Can't legislate good taste
- Zoning to separate uses
- Height variances in downtown; not at edges
- Variances should be hard to get
- Specific examples for design review
- Need new architecture with design
- Rigid codes and regulations and laws aren't necessary
- Use best examples from other places
- Comprehensive plan
- Murase Plan has a block by block plan
- Keep development to land side as buffer

Process/implementation

Another popular subset of comments is in regard to the success of this project. Some who responded regarding this issue want to ensure that the process is open and involves as many people as possible. They do not want any one group to receive any special treatment. There is some concern that the plan will not be implemented. Included in these comments are questions about whether the citizens of Astoria would be willing to purchase property along the riverfront. Other participants would like to see the south slope included in the study area.

- Concern about cost to keep riverfront project up and going and onward
- Clearly written planning documents
- Continue process/public input
- Public business transparency
- No special treatment for "good old boys"
- Open community process
- Defining stakeholders
- What is common vision?
- Consult property owners
- Listen/weigh view points
- Implement study
- Cost of public improvements
- Should the City assess taxpayers to acquire property on riverfront?
- Outline process for public purchase of private land and identify available lands
- Does the City want downtown residents?
- Riverfront plan has to be integrated with vision for downtown and hillside development
- Get word out to community

- Keep citizen engagement and ownership of the process
- Civility between new-comers and old-timers is challenge
- Be clear about what is done with information gathered at public meetings; who will develop plan? Will it include building design review, zone changes, etc.?
- Include Port in discussion
- Include North Tongue Point
- Include Youngs Bay/south slope
- Process has no realistic idea of what property owners want or government entities can afford
- Need zoning, codes, design, etc. for implementation
- Plan at 20,000 feet
- Comprehensive approach
- Study area should include Youngs Bay
 - Focus some development on south, not just north

Protect history/natural areas

A number of comments were received from participants who want to protect areas and buildings that are unique to Astoria. This includes natural areas and wildlife habitat as well as historic buildings, such as the Red Building.

- Preserve what exists on riverfront
- Restore Big Red (Royal Nebeker's Red Net Shed Building at 31st Street), something public, respect past
- Honor history and character
- Rehab buildings; creative reuse
- New acknowledge existing
- Public river boardwalk from 6th to 14th Street
- Keep riverfront habitat
- Address erosion along Museum
- Treat storm water
- Remove non-native vegetation
- Quiet, natural areas
- Eco-friendly development methods
- Restore indigenous vegetation
- Preserve historic buildings
- Environmental concerns
- Improve biological health of river
- Historical heritage
- Protect natural beauty
- Historic area – keep within scope and feel
- Should have historic review for riverfront
- Produce clear guidelines and evaluation criteria for historic landmarks commission and property review
- River is historic landmark
- Native plant garden with signage

Maintenance/upkeep/safety

Another popular topic concerns maintenance of properties along the riverfront. In some cases, the need for maintenance is due to appearance. In others, it is due to safety. Of greatest concern are

lighting along the Riverwalk, upgrading the Riverwalk surfaces, installing trash cans and restrooms, and cleaning up derelict properties.

- Maintenance
- Improve trolley right of way, fix surfaces (Bornstein's at 7th Street)
- Complete Riverwalk, plants
- Okay to extend; need to maintain
- Maintenance, slippery when wet, planks, moss
- Security of riverfront/lighting
- Lighting
- Safety, lowest lighting
- Port property at 39th
- Past 39th is scary
- Need lighting at Museum
- Technology to make Hwy 30 crossings safer
- Hwy 30 Relocation/Bypass
 - Barrier
 - Noisy
 - Pollution
- Lighting along riverfront
- Clean up area near point
- Trail along river is dangerous for bicycles
- Need trash cans
- Restrooms along Riverwalk

Public spaces/physical access

Along with access and ownership of properties adjacent to the river, other comments received dealt with trying to get more public gathering places such as parks and a bandstand.

- More public venues on City property
- Public walking access - Column, greater downtown, and Riverwalk
- Ensure public access around private development
- Connect to open space and public facilities, band stand
- Public ownership of riverfront
- Access to riverfront for Astorians
- More parks and public spaces adjacent to river
- Community gathering place
- River Park with bandstand

Balance/Variety/Working Riverfront

Many people would like to see a variety of residential, commercial and industrial uses along the riverfront as well as open spaces. The desire is for balance and diversity.

- Balance open space and development
- Variety, not just condos
- Diverse, working riverfront
- Emphasize industry and commerce over condos
- Economically viable; pay for themselves
- Work with private sector
- Encourage working riverfront

- What structures/businesses north of tracks can support/maintain themselves?
- Limit residential development along riverfront
- Library on the water
- Need a fishing pier
- No more condos/housing
- Working Port
- Fish processing, off loading where can

Affordable housing

Affordable housing was often mentioned in addition to with a variety of uses along the riverfront.

- Affordable housing in underutilized space
- Density and income levels supported by housing, affordable
- Affordable housing
- Senior housing

Other frequently mentioned comments

- Continuous view of river rather than view corridors
- Take a stand against LNG
- Avoid future development
- More interpretive signage/wayfinding
- Feel of Astoria, real, simple boardwalk, authentic
- Not like Seaside
- Community gardens (behind City Lumber)
- Temporary/permanent public art
- Parking near open spaces
- Traffic, parking and impacts

Other comments

- Keep Astoria for Astorians
- More little shops on water
- Do not like Astoria Warehousing, McDonald's golden arches (need sign restrictions), low white buildings eyesore, Comfort Suite, State office bldg at 4th/5th
- Deep water port
- No more Columbia House
- Improve CSO outtakes
- Changing demographics, #1 retirement area, walk to healthcare and downtown
- Remember the Bayside
- East end transport = complete greenway loop from 14th to 34th
- Riverwalk loop from 6th to 12th
- Implement heavy fines/community service for vandalism on Riverwalk
- Windbreaks/refuges from weather along Riverwalk
- Need development that leads to full-time jobs
- Good aesthetics and economics
- Consider view of city from the water
- Pedestrian/bike friendly transportation system throughout city
- Rising sea levels
- Decaying infrastructure piers

- Green building techniques; green roofs
- Extend east to Port and west to Fort Adams and traffic circle
- Riverfront speaks to buildings on hill
- Showcase and clean up area from railroad station at 20th Street to the west - Shawa building
- Low lighting at Columbia House at 3rd Street
- Brambles – no development, derelict, greenway corridor
- Bad example = 16th Street
- Riverwalk length
- Cruise ships
- Congestion on Marine Drive

Astoria

RIVERFRONT VISION PLAN

Community Forum
Wednesday, June 25, 5:30 – 8:30 pm
Astoria Middle School

SUMMARY

This document summarizes the second community forum conducted for the Astoria Riverfront Vision project. It is a summary of the results of that workshop and will be considered along with a variety of other information in crafting a vision for the riverfront. It should be considered as an important source of information about community opinions and desires but will be supplemented by and integrated with other types of feedback and data.

On Wednesday, June 25, 2008, approximately 75 people participated in a community forum to discuss the future of Astoria's riverfront. The City of Astoria is working with the community to establish a sustainable riverfront vision that ensures equitable riverfront growth by balancing development with the desire to preserve Astoria's quality-of-life and connection to its unique history.

The community forum used an open house format, in which participants had the opportunity to comment on multiple topics through a variety of activities. Participants were encouraged to arrive at any time and stay as long as they were able. Activities included:

- **Automated presentation.** A PowerPoint ran continuously, providing information about the project to date.
- **Opportunities and constraints Map.** Participants reviewed a large map of the riverfront and used sticky notes to make comments on opportunities and constraints.
- **Building scale.** Participants used Lego blocks to show desired heights, sizes and shapes for two proto-typical (generic) sites along the riverfront. This exercise was tied to existing requirements (e.g., height, setback, lot coverage, parking or others) and/or other ideas about how to allow for a certain level of development while addressing concerns about views and other issues (e.g., narrow building profiles, step-backs, etc.)
- **Development design.** Participants reviewed photos of various examples of waterfront structures, parks, paths and open spaces from a number of locations. The public was invited to bring in photos of development from other places. Participants showed their design preferences by voting photos with green and red dots.

- **Land Use 101.** City staff described existing planning requirements and processes, such as variances, conditional use permits, etc.
- **Existing conditions maps.** Participants used sticky notes to provide comments on maps showing existing conditions regarding land ownership, land use, and historic, natural and community resources. Green and red dots were used to identify places people liked and those that need improvement.
- **Vision principles.** Participants used green and red dots to vote on draft Riverfront principles. Sticky notes were used to provide comments and/or additions.

The following observations were made from a summary of comments at the five stations where citizen feedback was provided. A more detailed summary of comments from each station will be made available when completed.

Opportunities and constraints map

- Maintain physical and visual access to the riverfront
- Improve pedestrian safety across Hwy 30 using streetscaping/landscaping, traffic calming techniques and pedestrian bridges
- Extend the Riverwalk to the east and west
- Rehabilitate historic buildings for new uses
- There are differing opinions regarding what type of development should take place along the riverfront in terms of jobs versus residential versus parks and open spaces.

Building scale

- Vary structure height and massing to provide views, air, light, and public access through the sites
- Cluster buildings and use “towers” or concentrated massing to free up ground space for public common areas and to create better site lines to the river
- Create public open space and connections to northern edge (river’s edge) of the site
- Use glass as a building material to provide visual access through building foyers
- Orient retail spaces to the RiverWalk and edges of the site
- Frustration with the number of required parking spaces, particularly with its downtown context

Development design

Structures

- Small scale (one to two stories)
- Similar to existing structures (Cannery Pier Hotel, “Big Red,” etc.)
- Pedestrian-friendly ground floors

Paths, parks and open spaces

- Paths made of stone or wood
- Landscaping along paths (trees, grass)
- Lighting and benches
- Natural areas

Existing conditions maps

Participants like:

- Area between Basin Street and the Astoria-Megler Bridge
- Mooring basin near Portway Street at western edge of study area
- Riverfront at 3rd Street
- Riverfront between 37th and 39th streets
- On Pier 39
- Western edge of the Alderbrook lagoon
- Parcels zoned for commercial uses between 31st and 32nd streets
- Parcels zoned for commercial use west of 39th Street
- “Big Red” and rehabilitation of historic buildings

Participants don't like:

- Condominiums east of 39th Street
- Condominiums along the riverfront between 5th and 6th streets
- Parcels zoned for industrial use between Washington and 1st streets
- Parcels zoned for commercial use between 1st and 2nd streets
- Parcels zoned for commercial use between 5th and 7th streets

Vision principles

Participants unanimously support:

- Promote physical and visual access to the river.
- Protect the health of the river and adjacent natural areas.
- Enhance the Riverwalk.

A large majority of participants support:

- Encourage a mix of uses that supports Astoria's “working waterfront” and the city's economy.
- Support new development that respects Astoria's historical character.



SUMMARY OF SURVEY RESULTS

Astoria RIVERFRONT VISION PLAN

Land Use Survey – Summary of Results

This document summarizes the results of a land use survey distributed with a map of proposed land use improvements by the City of Astoria as part of a process to develop a vision for its riverfront. This is the second in a series of three sets of maps and associated graphics designed to help illustrate the Astoria Riverfront Vision that will help guide the design of future public and private improvements. The map divides the riverfront into four areas based on the existing character of the riverfront and comments received through the planning process. The areas will act as core elements for the Astoria Riverfront Vision and are:

- Bridge Vista Area
- Urban Core Area
- Civic Greenway Area
- Neighborhood Greenway Area

The following is a summary of the survey results sorted by the four areas. A more detailed summary follows.

Bridge Vista Area

A majority of survey respondents agree with the land use concept for the Bridge Vista Area. Respondents also agree with expanding the design overlay for the historic district, supporting water-dependent uses and strengthening connections to adjacent neighborhoods. A summary of written comments regarding proposed land use improvements in this area includes:

- Keep C2 zoning if alternative zoning lessens restrictions on development
- Keep building heights down and encourage historic architecture; encourage rehabilitation of run-down structures
- Expand/create more moorage space
- Redefine “working waterfront” to reflect current reality
- Do not support new development, especially development north of the railroad tracks and over the water; do not want condominiums or hotels
- Extend the Riverwalk over the water in public rights-of-way
- Protect riverfront habitat and preserve views
- City should buy riverfront land to preserve open space
- Safety concerns along River Trail
- Include the Port of Astoria in planning
- Do not create more murals

Urban Core Area

Survey respondents are divided in their support for the land use concept for Urban Core Area. A majority of survey respondents agree with requiring new construction and redevelopment to respect local character and encouraging intimate open spaces and gathering places within new developments. A majority of respondents support establishing viewpoints along the river and extending the River Trail. A lesser majority agrees with encouraging mix of uses that compliment downtown development. A summary of written comments regarding proposed land use improvements in this area includes:

- Keep building heights low to protect views of the river; enforce existing codes
- Keep historic character of the riverfront
- No new development, especially condos and development on submerged lands
- Increase public access over the water through pedestrian walkways and docks
- Connect downtown to the river
- Preserve open space rather than promote development
- If the City does add development along the riverfront, it should be in this area
- Parking district concept is poorly defined
- Trade building height for building mass

Civic Greenway Area

A majority of survey respondents agree with the overall land use concept for the Civic Greenway Area. A majority also agrees with developing open areas that provide broad views of the river and enhancing connections to the greenway from adjacent neighborhoods. A lesser majority agrees with locating new a new residential and mixed-use neighborhood east of Mill Pond. A summary of written comments regarding proposed land use improvements in this area includes:

- Commercial use should be compatible with residential areas; do not compete with downtown
- Keep bright lighting to a minimum
- Do not allow condominiums or development like Mill Pond
- Preserve views of the river and open spaces by accepting new development in this area
- Expand moorage access
- Do not allow overwater development
- Enhance greenspace along the river's edge; create areas for recreational use
- Encourage development south of the River Trail
- Good residential concept
- Clean up existing area

Neighborhood Greenway Area

A majority of survey respondents support the land use concept for the Neighborhood Greenway Area. An overwhelming majority also supports protecting the visual and natural character of the area and maintaining open views of the river. There is much less support for minimizing the impact of pedestrians on neighborhood residents. A summary of written comments regarding proposed land use improvements in this area includes:

- Create a waterfront trust
- Increase public access to the water for boats and canoes/kayaks
- This area is a model for residential development while protecting visual and natural character
- Do not allow development north of the railroad tracks

- Pedestrians are good
- Improve existing buildings and public properties
- Use native plantings

Other Comments

- Explore creating a bypass for Highway 30
- Plan for rising sea levels
- Increase moorage space
- Protect public access to the river; do not build more condominiums
- Excellent process
- Where will funding for these improvements come from?
- New development should require a public vote

1. Do you agree with the overall land use concept for the Bridge Vista Area?

1, do not agree at all	2, do not agree	3, no opinion	4, agree somewhat	5, strongly agree
9.7%	9.7%	6.5%	25.8%	48.4%

1.a. Do you agree with expanding the design overlay for the historic district in this area?

1, do not agree at all	2, do not agree	3, no opinion	4, agree somewhat	5, strongly agree
9.1%	3.0%	15.2%	27.3%	45.5%

1.b. Do you agree with supporting water-dependent and other uses in this area that are consistent with Astoria's "working riverfront?"

1, do not agree at all	2, do not agree	3, no opinion	4, agree somewhat	5, strongly agree
9.1%	3.0%	9.1%	9.1%	69.7%

1.c. Do you agree with strengthening connections to adjacent neighborhoods in this area?

1, do not agree at all	2, do not agree	3, no opinion	4, agree somewhat	5, strongly agree
3.0%	0.0%	15.2%	18.2%	63.6%

1.d. Do you have any other comments regarding proposed land uses in the Bridge Vista Area?"

- Bond and Marine Drive junction needs more landscaping. Keep building heights down. Seawall.
- Zoning C2 in East area should remain.
- Expand or create more moorage space to the east of the west moorage basin. As the city grows more people means more boats.
- Other than the "end of breakwater" location, I can see no other area where there is protection from structures north of the riverwalk, in sub-aquatic areas. In its utilization of the term "working waterfront," Astoria needs to revise the term "working." Its past mention and its past use have no relevance now.
- Why does the city continue to support a condo development right in the middle of this area? This is contrary to all the positive plans and the overall land use concept for the Bridge Vista area. As with other areas, keep new development south of the riverwalk. That could mean extending a boardwalk outward of buildings. Provide frequent, wide river corridors where possible.
- Limit over water construction, in fact all construction river side of the walkway to river dependant business.
- No proposal I can see to use existing piles from previous docks or use of this area. Which here or other areas could support a large public view dock and park- river aquarium, memorial for the U.S.S. Astoria, or what have you! Public access for citizens and visitors.
- No development on river side of trolley tracks.

- Height restrictions maintained. Intertidal/aquatic zones identified and when publicly owned, maintain restricted use. Mitigate for all construction that compromises salmon passage.
- Keep buildings low to preserve view shed. Keep architecture historic.
- No more hotels please.
- If we are able to sustain the visible character of a "working waterfront" in this area, it will do much to protect us from the appearance of an inauthentic gentrifications.
- Everything you call out looks very appealing; however I do not know the differences between C-2 and "other" commercial zones, so I'm unable to comment on that proposed feature.
- The city should buy all riverfront land and preserve as open space, picnic space for the public. Once land is built on it is lost forever for public use.
- Don't loose the small town charm with box condos.
- Heading west on riverfront trail, once you come to the bridge between Holiday Inn Xpress and NW Natural, the on and off of the bridge is slightly tricky and hazardous for bikers.
- What does #1a mean? What does #1d mean?
- I have some safety concerns with the riverwalk going through the industrial spaces Also I think there should be height and width limits with view corridors here as well.
- Need to see a zoning overlay for this area -- I'm skeptical of changing tourist zoning until I see how it fits in with adjacent zoning; this area should be overlaid on Port/Uniontown transportation plan, which has a much better map.
- I was very disappointed with this plan. In my opinion it proposes nothing grand, nothing innovative or exciting, and does little to nothing to restore the rivers edge in an environmentally or visually sensitive manner. The plan doesn't restore or protect the waterfront, it develops it. This is not a wise approach. Cities throughout the U.S which were built along water features have largely went the opposite direction. Buildings along the water have been removed and public areas developed in their place. The City of Portland's waterfront park is perhaps the best and closest example. Your plans seem to have this backwards. The plan shows a heavy pro-development influence. Open areas are built upon rather than removing structures from the water's edge. I think you need to start over. What kind of design and planning expertise has been utilized in the creation of this plan? I think you may need to bring in folks with waterfront planning and development expertise. You also seem to need help with public involvement. You don't compile comments that you receive and explain how they were responded to. Comments that I have made before seem largely to have been ignored, and I wonder if the comments of others have been taken seriously. If you ask for input you need to explain how you used the input you were given. You use the term "working waterfront" but you seem to exclude the logical location for such activities... the Port Properties. The Port of Astoria needs to be involved in the planning process and The Port Properties must be included in this plan. Vast over-water zoning areas still are shown on the maps. It's as if you expect that someday buildings will once again cover the entire shoreline of the Columbia River as they did in the 1920's. This is preposterous. The State and Federal governments would never allow this, and their views trump any thoughts that the City may have on this topic. Remove these zones from your map once and for all. There seems to be an emphasis on encouraging commercial development in areas

that are currently not developed instead of encouraging the rehabilitation of existing run-down structures near the river. I would create a zone that encompasses all existing commercial buildings in this district and call it something like "historic commercial restoration zone". Leave all existing open spaces on the river side of the riverwalk undeveloped and zone them as "conservation" or "public spaces". Explain the types of recreational uses that might be developed in these "public conservation zones." The term "public waterfront vision" seems more aligned with the best long-term interests of the City of Astoria, its citizens, and its long-term economic viability. You use the terms "Other Commercial and Tourist Commercial" on your map, but don't define them. It seems that there is a desire to make development easier and less restrictive in this zone. If so, I don't see why this is desired. One would think that greater restrictions would have been proposed not less. These are areas that are near to the river and development in these areas would not be desirable at least according to any contemporary river-front vision that I am familiar with. Is zoning in areas shown as light beige unchanged? If so what is it now? New development should be encouraged in these areas, not undeveloped or over-water areas. Restorations should be done in a manner that reflects the historic nature of the area. You should make it clear in the plan that you intend to restrict re-development in over-water areas so that eventually no over-water buildings exist in the City. Encourage existing over-water building owners to relocate to on-land sites by providing tax incentives and perhaps offer to trade for on-land building sites that have been acquired for this purpose (city shop, Lum's, Roller skating rink, etc.)

- I'd be wary of creating an abundance of murals that ostensibly depict historic conditions - overall effect is trash art.

2. Do you agree with the overall land use concept for the Urban Core Area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
25.0%	18.8%	0.0%	25.0%	31.3%

2.a. Do you agree with encouraging a mix of residential, commercial and water-dependent uses in this area that compliment downtown development?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
24.2%	3.0%	0.0%	33.3%	39.4%

2.b. Do you agree with requiring new construction and rehabilitated buildings in this area to respect local character?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.1%	0.0%	3.0%	15.2%	69.7%

2.c. Do you agree with encouraging intimate open spaces and gathering places within new developments?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.1%	0.0%	9.1%	24.2%	54.5%

2.d. Which concept(s) in the Urban Core New Development and Public Access to the River concepts do you support the most?

<i>Status quo</i>	<i>Access through middle of site</i>	<i>Viewpoints</i>	<i>River trail extension</i>
9.5%	16.7%	33.3%	40.5%

2.e. Do you have any other comments regarding proposed land uses in the Urban Core Area?"

- The highest density of housing in Astoria is over the "Urban Core." Developing the water front here has the greatest potential to revive river views for the most of people, so low height requirements are critical.
- Must keep flavor and history in front of all development for Astoria
- Access to the water is fine - but what about access on the water? Build canoe/kayak access points on these pedestrian walkways, and places where boats can tie up.
- Too dense not enough open and view space too high.
- The "hatched zones" seems to be an admission that we have no control over the waterfront - and that one way or another - something is going there. These things will subtract from socializing the downtown, not add to it. Survey the comings and goings of the Columbia House to see how many people utilize the downtown in their everyday lives.
- Connecting the river with downtown is important to commerce, tourism, and local use. More commercial and residential development south of the riverwalk and more open access to walking along the river should be a priority. I think it is critical that the river trail does not become a tunnel with a passage to the river every so often. Being able to walk along the river with a more panorama view is what should be preserved.
- I support enforcement of the existing height restrictions.
- It appears the planning is to accommodate large high rise development - access to riverfront from town is not planned - river front will be for large development - intimate open spaces seem envisioned so more room for development - why not large size character dock for tourists and residents of city with proper access?
- All of these plans serve developers and not the public. Who will live/work in these new buildings? Our core infrastructure needs improvement, not new buildings at this site. Greed is not good.
- Keep buildings low to preserve view shed from 2nd to 5th Streets. As much access to river as possible. Walking wall.
- No building should be between me and the river without some complete river access.
- If Astoria does add condos or other intense residential development, it should be here where the additional population will support commercial shops, restaurants, etc.
- The urban core parking district needs clarification, please. Does the word "district" here imply there will be a tax created to fund this parking facility? Will developers then be relieved from the requirement that they provide adequate parking to serve the purposes of their developments? Leaving that bill for everyone else to pay instead? Or will developers be "taxed" to build, maintain, and operate this central parking facility? Will the central facility lead to greater traffic congestion than it was intended to avoid? This idea has promise, but we need details and clarification to evaluate it. Regarding public access options for the urban core - option 4 is far and away the best. Option 3 is an acceptable choice. Option 2 is perhaps acceptable if the

development is strictly for the public (e.g. retail stores, not residential). Option 1 stinks.

- Keep buildings to current height codes - limit number of expensive condos so waterfront is enjoyed by all rather than owned by a wealthy few.
- Instead of building all these condos why not fix up all the downtown buildings "Flavel" Force him to sell or fix up and rent out. You need to force your efforts on promoting the downtown and town in general towards tourism.
- Your questions are very misleading. All you want to do is build as many condos as you can "affordable living" is what you are calling it. You bend for local people with deep pockets.
- People come to see the "small town" and history not to look at all the condos that would be on the water. Seaside is a fine example of box ugly.
- Breakup the condos, have local business on a ground level for those to shop and a wrap around to complete the view, everyone wins.
- No new development. Any new construction replacing existing buildings should not be larger than the building being replaced. No building over submerged land.
- I think that for each foot of width that is granted for a view corridor a proportionate foot should be granted on the height. I think this would give a balance to developers and the public view for corridors. You wouldn't end up with monster buildings on the water but you also wouldn't end up with long 1 or 2 story spaces either. If they are single level or 2 level then they should allow for a diversion off the riverwalk that provides public access to the north side of the building. This will give the riverwalk more texture. I think that as much as possible should be done to enable developers to put high density residential in the urban core. The more we can get residents from needing and using cars the more vibrant and successful our downtown will be.
- Height limits, no condos over the water to block views.
- Need to see zoning map. There should be no residential zoning in water. There should be an industrial zone here to fit with previous uses and existing buildings. There should be a strict limitation on height in water. I don't understand the parking district idea.
- The comments I made for the Bridge Vista area also apply to the Urban Core area. There is no need to build structures over the water. There are many existing buildings in the downtown area that should be rebuilt to accommodate new uses. None of the concepts you show for Urban Core Development are acceptable. No development should be permitted over the water especially on the river side of the existing riverwalk.
- It is disgusting that "sweeping views of the river" (even the absurdly reductionist "managed views through building corridors") have been eliminated from being the central theme of Astoria riverfront visioning! The "ASTORIA RIVERFRONT VISION PLAN LAND USE AND URBAN DESIGN IDEAS OCTOBER 2008" Urban Core plan makes no distinction between shorelands under private ownership, and the submerged or submergible lands that in the Urban Core universally belong to the people of Oregon, to be held in trust for the enjoyment of the general public. The plan nonsensically acts as if shoreland owners have a claim on submerged public lands superior to those of the general public; the urban core waterfront plan is more an over-water condo plan than a "Riverfront Vision." "Allow for a mix of commercial, residential, and water-dependent uses that support but don't compete with the

downtown core” appears to be a condo-developer/restaurateur driven elimination of the existing requirement of ground floor river-oriented commercial 2.540.10(b).

3. Do you agree with the overall land use concept for the Civic Greenway Area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
14.7%	8.8%	2.9%	29.4%	44.1%

3.a. Do you agree with developing open areas that provide broad views of the river in this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.1%	0.0%	0.0%	18.2%	69.7%

3.b. Do you agree with locating a new residential and mixed use neighborhood east of Mill Pond?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
25.8%	16.1%	9.7%	25.8%	22.6%

3.c. Do you agree with enhancing connections to the greenway from neighborhoods adjacent to this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.5%	0.0%	15.6%	21.9%	50.0%

3.d. Do you have any other comments regarding proposed land uses in the Civic Greenway Area?”

- Commercial use needs to be compatible with residential area and keep the bright lighting to a minimum and shaded.
- Must keep the river in view - no condo block out - residential and tourist access use for all to enjoy.
- Expand moorage road or boat access at the east mooring basin on cities side of the causeway. Small boat/historical craft moorage at East end of Maritime Museum.
- Yes! Residential south of the riverwalk and enhanced river edge greenspace. The museum, mill pond, Safeway and the eco based already "invite" people to enjoy the river views.
- Doesn't seem to envision anything of extraordinary support of Astoria character and needs!
- Use care with density and require sufficient parking and design review. Look closely at transfer patterns. Don't overwhelm those narrow streets that parallel Leif Erikson Way. Require distance width of a street plus sidewalk from railroad tracks to buildings - don't wall-in their walk.
- I think the Mill Pond is a great example of what NOT to repeat: cheap, junk houses stuffed cheek-to-jowl on a floodplain. Ugly and stupid. And who lives there? No one I know. Retain all that land for parks, trees, and children.

- This area has the best residential concept. These concepts should be incorporated in the other areas.
- Lots of green.
- Intentionally creating a second "hub" in a small community may be tricky if you are also trying to reinforce the downtown.
- All else being equal (though it never is) development south of the river trail is preferred over north of the trail. Therefore, if we can keep the river itself free of new development in this area, accepting new development as shown in your map would seem to be a reasonable trade.
- 3b – only if adequate parking, standard with streets and traffic light access to Hwy 30 provided. 3c – access by vehicle should be limited to neutral entrance, i.e. via Hwy 30 so neighborhoods are not inundated with parking and traffic from outside.
- Clean up what's there.
- The river is for the people, not for the few. To have a place in this area to play with their child/friend/dog is an experience anyone should be entitled to have rather than the wealthy only to enjoy the potential land use.
- NO RESIDENTIAL. Mill Pond is too dense! Building on pilings over the pond is ugly & dense. Stop future development on pile fields.
- I think this area needs one big grassy area for outdoor concerts/festivals or events so that instead of having things like the concert for big red at the fairgrounds we can host events downtown where people can walk to it and the downtown can benefit from it.
- Too many residences crowded together.
- No car access from neighborhoods, only pedestrian access. Car access should be from Highway 30. I'm violently opposed to residential zones as suggested. This should be a commercial, industrial and natural area zone. In general, this should be similar to Alderbrook zone to the east -- natural as possible, with unrestricted views of river.
- Your plans for the civic greenway area in general are much improved from than those of the previous two areas. However, you still show over-water zoning that to me causes the goals and objectives of this area to become questionable. Over-water land use zones need to be removed from the plan and city planning and zoning in these areas should be discontinued. You also don't really look at potential for redeveloping lands south of Hwy. 30 to reduce development pressures on river-front lands. I suggest that you establish a long-term goal of acquiring land for public use between U.S. Hwy. 30 and the river from Safeway to the Maritime Museum. I suggest that such activities as the football field, soccer fields, baseball fields and open parklands be created in this area. These would provide broad views of the river, yet provide for needed city functions. Lands now occupied by the football field, the school bus parking area and the run down building adjacent to it could be purchased and exchanged for lands in this zone. The baseball field and tennis courts could also be relocated to this area and more intensive development could occur in south of Hwy. 30 sites.

4. Do you agree with the overall land use concept for the Neighborhood Greenway Area?

<i>1, do not support at all</i>	<i>2, do not support</i>	<i>3, no opinion</i>	<i>4, support somewhat</i>	<i>5, strongly support</i>
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12.1%	3.0%	3.0%	27.3%	54.5%
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4.a. Do you agree with protecting the visual and natural character of this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
6.3%	0.0%	0.0%	12.5%	81.3%

4.b. Do you agree with minimizing the impact of pedestrians on neighborhood residents?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
9.4%	15.6%	21.9%	15.6%	37.5%

4.c. Do you agree with maintaining open views of the river in this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
6.1%	0.0%	6.1%	9.1%	78.8%

4.d. Do you have any other comments regarding proposed land uses in the Neighborhood Greenway Area?"

- We need to create a waterfront Trust that can research waterfront leases and can try to purchase leases for preservation of undeveloped (except as park land) waterfront.
- Again more boat moorage - the area just east of Pier 39 would be good for small boats (it is seasonably sheltered) if a lot of the old pilings are removed and docks added.
- Need public access to water and canoe/kayak launch.
- 4 and 4B the visual and natural character of this area can be protected without having to minimize population growth as long as visual access to the bay is part of building design.
- If Alderbrook Lagoon "park" is to be developed as the open public space on the waterfront, how could impact be minimized in the neighborhood?
- The Mill Pond Village seems an obstruction to the line of development of the waterfront...impact of pedestrians should have been thought of when it was implemented, planned, and developed...Mill Pond Village, the misuse of the old fairgrounds...the tearing down and misuse of the old Safeway store does demonstrate the need of some real planning ... long range planning! I think the first thing planners for the waterfront should do is look at these mistakes and go from there. We need some development for the cities citizens not just for developers!
- No development on river side of trolley track!

- Notice how this historic neighborhood has houses with yards, space, and civic ownership. In contrast to the horrible condo-congestion of Mill Pond. Retain and enhance this area - it should be the model for future developments.
- Impact of pedestrians? We love walking people!
- I'd like to see more of what can be done with the existing "public" properties.
- Very good plans for this area.
- I hope this goes through, beautiful even. I grew up in this area. Everyone should enjoy.
- Building between Marine Drive and the river is a mistake that squanders Astoria's precious ambiance, we are a river city - why allow it to be blocked by even the most "friendly" building?
- Clean up what's there already.
- Look at the condos on 39th, not even full and building more. Shame on them GREED.
- Go indigenous not decorative flora. Show visitor what grows here and remove what doesn't. Being so far from a road on the lagoon should some emergency mechanism be considered?
- Does the fact that the City Manager lives in the Neighborhood Greenway area have anything to do with the "less development is better" and open view concepts?
- ❖ I'm glad to see looking into the Alderbrook area. I hope it works with access from the trestles to shore.
- ❖ If all the line work - with or without hatchwork - could be removed from the water, I could better understand what the immediate decisions should be regarding the shoreline line. What does all the demarcation in Alderbrook Bay mean?

5. Are there any other comments you would like to make?

- Bypass (of Hwy 30 to 101) should be supported. Planning for rising sea levels is critical to be included on all planning and building requirements. Tsunami response plan needs to be in place before more building is permitted in Astoria.
- Do not loose the city to condoization.
- Pardon my scrawl - it is hard to write with these pens provided in the library! But this town likes to brag about its maritime history. In light of this, I think any waterfront vision plan is incomplete without consideration and plan for implementation of more moorage and boat space.
- Looking at "minimizing impacts of pedestrians" brings up a major concern for new development "on" or "in" the river in the urban core. I am concerned that planned boardwalks and extensions will be cut off to the public by residents. Can we ensure public access? New development already advertises private piers and private river access.
- Re above question, will the area west of the port and boat dry dock area be available for a public park? That would be preferable to the Alderbrook area.
- Excellent process.
- You have identified a slew of very attractive new features in these four areas that, taken together, go a long way to ameliorating the inevitable "condo-ization" of the river. But

where will funding for these improvements come from? If they are only dreams with little chance of coming to fruition, then we are agreeing to something distasteful based on false promises of palliative measures.

- So appreciate your doing this process - well thought out :)
- I'm glad to see Astoria moving forward.
- Condos take away what you need to save the history of the town. Also lodging is collecting a room tax, which a percent should be used exclusively for promoting tourism in this town. Save what's here DON'T BUILD MORE!
- Why waste everybody's time and money when in the end you will build what you want and where you want it and nobody can stop it.
- Any project that comes up that will change the landscape of any area. It should come up to a "public vote" because we can't trust our elected officials, they don't have the "public welfare" in mind. Just how much money will make on the venture.
- ❖ Disappointed with public involvement process.
- ❖ Having a condo builder on this committee is not a good idea or a fair one.

Astoria

WATERFRONT VISION PLAN

Natural Features Survey – Summary of Results

General Questions

1. What is the most important issue facing the future of the waterfront?

- Maintaining physical and visual access
- Thoughtful planning to prevent overdevelopment on the riverfront
- Encouraging economic development to create jobs
- Making improvements to attract tourists while maintaining the working riverfront character

2. Please rate your agreement with the following principals and statements on a scale of 1 to 5, where 1 means strongly disagree and 5 means strongly agree.

Principles and implementing actions	1, strongly disagree	2	3	4	5, strongly agree
1. Promote physical and visual access to the river	3.2%	0.0%	0.0%	6.5%	90.3%
• Maintain current areas of open space and create new open space areas	2.3%	1.2%	7.0%	10.5%	79.1%
• Provide for public access to the river within private developments	5.7%	5.7%	10.2%	9.1%	69.3%
• Retain public ownership of key sites along the waterfront	2.3%	0.0%	2.3%	6.8%	88.6%
• Protect view sheds along the river, including corridors and panoramas from key viewpoints	2.3%	1.1%	2.3%	12.6%	81.6%
• Use alternative development forms (e.g., clustered development, narrower, taller profiles) to preserve views	16.7%	7.1%	13.1%	14.3%	48.8%
2. Encourage a mix of uses that respects and supports Astoria’s working waterfront and the city’s economy	1.9%	1.9%	13.0%	18.5%	64.8%
• Maintain the authentic feel of the waterfront	0.0%	4.8%	13.1%	15.5%	66.7%
• Prioritize siting of water-related businesses along the river	4.6%	0.0%	19.5%	23.0%	52.9%

• Allow for some residential development along the waterfront	43.5%	18.8%	17.6%	8.2%	11.8%
• Concentrate development to support downtown and other commercial areas	11.8%	9.4%	23.5%	22.4%	32.9%
• Limit development in areas with most significant impacts on open space, view or other resources	3.5%	1.2%	8.1%	8.1%	79.1%
• Promote uses that both provide jobs and attract visitors	4.5%	10.1%	20.2%	25.8%	39.3%
3. Support new development that respects Astoria’s historical character.	5.4%	1.8%	8.9%	16.1%	67.9%
• Enhance or refine development codes to achieve vision principles	3.4%	0.0%	10.3%	13.8%	72.4%
• Implement design review, design standards or other tools to guide the appearance of new development	1.1%	0.0%	9.2%	13.8%	75.9%
• Devote resources to rehabilitating old structures	4.6%	3.4%	8.0%	12.6%	71.3%
4. Protect the health of the river and adjacent natural areas.	1.7%	0.0%	5.2%	5.2%	87.9%
• Protect natural areas for wildlife viewing	2.3%	1.1%	10.2%	8.0%	78.4%
• Replace invasive plants with native species	2.3%	1.2%	16.3%	14.0%	66.3%
• Incorporate natural elements in the design of future public and private improvements	3.5%	0.0%	9.3%	12.8%	74.4%
5. Enhance the Riverwalk.	5.5%	0.0%	9.1%	12.7%	72.7%
• Maintain, repair, extend and enhance the Riverwalk	3.4%	1.1%	5.7%	9.1%	80.7%
• Provide better pedestrian connections between the downtown and the riverfront	3.4%	3.4%	20.7%	12.6%	59.8%
• Create amenities such as shelters, lighting and public restrooms in targeted locations	7.9%	5.6%	15.7%	19.1%	51.7%
• Ensure adequate parking opportunities along and adjacent to the waterfront	12.5%	8.0%	25.0%	18.2%	36.4%
• Address safety issues associated with mix of autos, pedestrians, trolley and other activities	3.6%	4.8%	20.2%	21.4%	50.0%
• Ensure long-term maintenance of public improvements	1.1%	0.0%	3.4%	18.4%	77.0%

Natural Features Questions

3. Do you support the four-zone approach identified on the accompanying map?

<i>1, do not support at all</i>	<i>2, do not support</i>	<i>3, no opinion</i>	<i>4, support somewhat</i>	<i>5, strongly support</i>
6.0%	6.0%	9.5%	36.9%	41.7%

4. Do you agree with the Bridge Vista Area designation? Please respond by answering the specific questions below.

Is the description of this zone accurate?

YES: 83.8%	NO: 16.2%
------------	-----------

Are the boundaries where they should be?

YES: 83.3%	NO: 16.7%
------------	-----------

If not, where should they be?

- The eastern border should be 6th Street.

What types of features would you like to see in this zone?

- Maintain working riverfront in this area; water-related uses
- Increased parking; improved traffic pattern and pedestrian access
- Historical interpretive signs, benches, viewpoints

5. Do you agree with the Urban Core Area designation? Please respond by answering the specific questions below.

Is the description of this zone accurate?

YES: 88.3%	NO: 11.7%
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Are the boundaries where they should be?

YES: 86.8%	NO: 13.2%
------------	-----------

If not, where should they be?

- Eastern boundary – 14th or 17th Street
- Western boundary – 6th, 7th or 8th Street

What types of features would you like to see in this zone?

- Park/picnic area
- Commercial activities
- More urban feel – curbs, lighting, streetscape improvements

6. Do you agree with the Civic Greenway Area designation? Please respond by answering the specific questions below.

Is the description of this zone accurate?

YES: 85.7%	NO: 14.3%
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Are the boundaries where they should be?

YES: 79.7%	NO: 20.3%
------------	-----------

If not, where should they be?

- Western border at 14th Street
- Eastern border at Safeway/32nd
- From 17th to Pier 39

What types of features would you like to see in this zone?

- Green areas, parks, beaches, amphitheater, recreational opportunities

7. Do you agree with the Neighborhood Greenway Area designation? Please respond by answering the specific questions below.

Is the description of this zone accurate?

YES: 88.2%	NO: 11.8%
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Are the boundaries where they should be?

YES: 84.9%	NO: 15.1%
------------	-----------

If not, where should they be?

- Western border should be east of Pier 39
- Western border should be just east of Mill Pond

What types of features would you like to see in this zone?

- All residential
- Natural area
- Rehabilitate “stinky beach”
- Continued Riverwalk

8. How are you most likely to learn about or participate in this process (please check all that apply)?

51	Attend an open public meeting
57	View a community display at a local gathering place
28	Complete a survey via the City’s web site
56	Complete a written survey
66	Read about the project in the newspaper
39	Hear about the project on the radio
30	See a meeting flyer posted in a local business or civic building

Other:

- Direct mail
- Friends/co-workers
- Monthly newsletter/tabloid

ABOUT YOU

How many years have you lived in Astoria?

23	Less than 5 yrs
17	6-10 yrs
9	11-15 yrs
3	16-20 yrs
25	More than 20 yrs
5	Non-resident/visitor

Astoria RIVERFRONT VISION PLAN

Land Use Survey – Summary of Results

This document summarizes the results of a land use survey distributed with a map of proposed land use improvements by the City of Astoria as part of a process to develop a vision for its riverfront. This is the second in a series of three sets of maps and associated graphics designed to help illustrate the Astoria Riverfront Vision that will help guide the design of future public and private improvements. The map divides the riverfront into four areas based on the existing character of the riverfront and comments received through the planning process. The areas will act as core elements for the Astoria Riverfront Vision and are:

- Bridge Vista Area
- Urban Core Area
- Civic Greenway Area
- Neighborhood Greenway Area

The following is a summary of the survey results sorted by the four areas. A more detailed summary follows.

Bridge Vista Area

A majority of survey respondents agree with the land use concept for the Bridge Vista Area. Respondents also agree with expanding the design overlay for the historic district, supporting water-dependent uses and strengthening connections to adjacent neighborhoods. A summary of written comments regarding proposed land use improvements in this area includes:

- Keep C2 zoning if alternative zoning lessens restrictions on development
- Keep building heights down and encourage historic architecture; encourage rehabilitation of run-down structures
- Expand/create more moorage space
- Redefine “working waterfront” to reflect current reality
- Do not support new development, especially development north of the railroad tracks and over the water; do not want condominiums or hotels
- Extend the Riverwalk over the water in public rights-of-way
- Protect riverfront habitat and preserve views
- City should Buy riverfront land to preserve open space
- Safety concerns along River Trail
- Disappointed with public involvement process
- Include the Port of Astoria in planning
- Do not create more murals

Urban Core Area

Survey respondents are divided in their support for the land use concept for Urban Core Area. A majority of survey respondents agree with requiring new construction and redevelopment to respect local character and encouraging intimate open spaces and gathering places within new developments. A majority of respondents support establishing viewpoints along the river and extending the River Trail. A lesser majority agrees with encouraging mix of uses that compliment downtown development. A summary of written comments regarding proposed land use improvements in this area includes:

- Keep building heights low to protect views of the river; enforce existing codes
- Keep historic character of the riverfront
- No new development, especially condos and development on submerged lands
- Increase public access over the water through pedestrian walkways and docks
- Connect downtown to the river
- Preserve open space rather than promote development
- If the City does add development along the riverfront, it should be in this area
- Parking district concept is poorly defined
- Trade building height for building mass

Civic Greenway Area

A majority of survey respondents agree with the overall land use concept for the Civic Greenway Area. A majority also agrees with developing open areas that provide broad views of the river and enhancing connections to the greenway from adjacent neighborhoods. A lesser majority agrees with locating new a new residential and mixed-use neighborhood east of Mill Pond. A summary of written comments regarding proposed land use improvements in this area includes:

- Commercial use should be compatible with residential areas; do not compete with downtown
- Keep bright lighting to a minimum
- Do not allow condominiums or development like Mill Pond
- Preserve views of the river and open spaces by accepting new development in this area
- Expand moorage access
- Do not allow overwater development
- Enhance greenspace along the river's edge; create areas for recreational use
- Encourage development south of the River Trail
- Good residential concept
- Clean up existing area

Neighborhood Greenway Area

A majority of survey respondents support the land use concept for the Neighborhood Greenway Area. An overwhelming majority also supports protecting the visual and natural character of the area and maintaining open views of the river. There is much less support for minimizing the impact of pedestrians on neighborhood residents. A summary of written comments regarding proposed land use improvements in this area includes:

- Create a waterfront trust
- Increase public access to the water for boats and canoes/kayaks
- This area is a model for residential development while protecting visual and natural character
- Do not allow development north of the railroad tracks

- Pedestrians are good
- Improve existing buildings and public properties
- Use native plantings

Other Comments

- Explore creating a bypass for Highway 30
- Plan for rising sea levels
- Increase moorage space
- Protect public access to the river; do not build more condominiums
- Excellent process
- Where will funding for these improvements come from?
- New development should require a public vote

1. Do you agree with the overall land use concept for the Bridge Vista Area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
9.7%	9.7%	6.5%	25.8%	48.4%

1.a. Do you agree with expanding the design overlay for the historic district in this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
9.1%	3.0%	15.2%	27.3%	45.5%

1.b. Do you agree with supporting water-dependent and other uses in this area that are consistent with Astoria's "working riverfront?"

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
9.1%	3.0%	9.1%	9.1%	69.7%

1.c. Do you agree with strengthening connections to adjacent neighborhoods in this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
3.0%	0.0%	15.2%	18.2%	63.6%

1.d. Do you have any other comments regarding proposed land uses in the Bridge Vista Area?"

- Bond and Marine Drive junction needs more landscaping. Keep building heights down. Seawall.
- Zoning C2 in East area should remain.
- Expand or create more moorage space to the east of the west moorage basin. As the city grows more people mean more boats.
- Other than the "end of breakwater" location, I can see no other area where there is protection from structures north of the Riverwalk, in sub-aquatic areas. In its

utilization of the term "working waterfront," Astoria needs to revise the term "working." Its past mention and its past use have no relevance now.

- Why does the city continue to support a condo development right in the middle of this area? This is contrary to all the positive plans and the overall land use concept for the Bridge Vista area. As with other areas, keep new development south of the Riverwalk. That could mean extending a boardwalk outward of buildings. Provide frequent, wide river corridors where possible.
- Limit over water construction, in fact all construction river side of the walkway to river dependant business.
- No proposal I can see to use existing piles from previous docks or use of this area. Which here or other areas could support a large public view dock and park- river aquarium memorial for the U.S.S. Astoria or what have you! Public access for citizens and visitors.
- No development on river side of trolley tracks.
- Height restrictions maintained. Intertidal/aquatic zones identified and when publicly owned, maintain restricted use. Mitigate for all construction that compromises salmon passage.
- Keep buildings low to preserve view shed. Keep architecture historic.
- No more hotels please.
- If we are able to sustain the visible character of a "working waterfront" in this area, it will do much to protect us from the appearance of an inauthentic gentrifications
- Everything you call out looks very appealing; however I do not know the differences between C-2 and "other" commercial zones, so I'm unable to comment on that proposed feature.
- I'm glad to see looking into the Alderbrook area. I hope it works with access from the trestles to shore.
- The city should buy all riverfront land and preserve as open space, picnic space for the public. Once land is built on it is lost forever for public use.
- Don't loose the small town charm with box condos.
- Heading west on riverfront trail, once you come to the bridge between Holiday Inn Xpress and NW Natural, the on and off of the bridge is slightly tricky and hazardous for bikers.
- What does #1a mean? What does #1d mean?
- I have some safety concerns with the Riverwalk going through the industrial spaces Also I think there should be height and width limits with view corridors here as well.
- Need to see a zoning overlay for this area -- I'm skeptical of changing tourist zoning until I see how it fits in with adjacent zoning; this area should be overlaid on Port/Uniontown transportation plan, which has a much better map.
- I was very disappointed with this plan. In my opinion it proposes nothing grand, nothing innovative or exciting, and does little to nothing to restore the rivers edge in an environmentally or visually sensitive manner. The plan doesn't restore or protect the waterfront, it develops it. This is not a wise approach. Cities throughout the U.S which were built along water features have largely went the opposite direction. Buildings along the water have been removed and public areas developed in their place. The City of Portland's waterfront park is perhaps the best and closest example.

Your plans seem to have this backwards. The plan shows a heavy pro-development influence. Open areas are built upon rather than removing structures from the water's edge. I think you need to start over. What kind of design and planning expertise has been utilized in the creation of this plan? I think you may need to bring in folks with waterfront planning and development expertise. You also seem to need help with public involvement. You don't compile comments that you receive and explain how they were responded to. Comments that I have made before seem largely to have been ignored, and I wonder if the comments of others have been taken seriously. If you ask for input you need to explain how you used the input you were given. You use the term "working waterfront" but you seem to exclude the logical location for such activities... the Port Properties. The Port of Astoria needs to be involved in the planning process and The Port Properties must be included in this plan. Vast over-water zoning areas still are shown on the maps. It's as if you expect that someday buildings will once again cover the entire shoreline of the Columbia River as they did in the 1920's. This is preposterous. The State and Federal governments would never allow this, and their views trump any thoughts that the City may have on this topic. Remove these zones from your map once and for all. There seems to be an emphasis on encouraging commercial development in areas that are currently not developed instead of encouraging the rehabilitation of existing run-down structures near the river. I would create a zone that encompasses all existing commercial buildings in this district and call it something like "historic commercial restoration zone". Leave all existing open spaces on the river side of the Riverwalk undeveloped and zone them as "conservation" or "public spaces". Explain the types of recreational uses that might be developed in these "public conservation zones." The term "public waterfront vision" seems more aligned with the best long-term interests of the City of Astoria, its citizens, and its long-term economic viability. You use the terms "Other Commercial and Tourist Commercial" on your map, but don't define them. It seems that there is a desire to make development easier and less restrictive in this zone. If so, I don't see why this is desired. One would think that greater restrictions would have been proposed not less. These are areas that are near to the river and development in these areas would not be desirable at least according to any contemporary river-front vision that I am familiar with. Is zoning in areas shown as light beige unchanged? If so what is it now? New development should be encouraged in these areas, not undeveloped or over-water areas. Restorations should be done in a manner that reflects the historic nature of the area. You should make it clear in the plan that you intend to restrict re-development in over-water areas so that eventually no over-water buildings exist in the City. Encourage existing over-water building owners to relocate to on-land sites by providing tax incentives and perhaps offer to trade for on-land building sites that have been acquired for this purpose (city shop, Lum's, Roller skating rink, etc.)

- I'd be wary of creating an abundance of murals that ostensibly depict historic conditions - overall effect is trash art.

2. Do you agree with the overall land use concept for the Urban Core Area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
25.0%	18.8%	0.0%	25.0%	31.3%

2.a. Do you agree with encouraging a mix of residential, commercial and water-dependent uses in this area that compliment downtown development?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
24.2%	3.0%	0.0%	33.3%	39.4%

2.b. Do you agree with requiring new construction and rehabilitated buildings in this area to respect local character?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.1%	0.0%	3.0%	15.2%	69.7%

2.c. Do you agree with encouraging intimate open spaces and gathering places within new developments?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.1%	0.0%	9.1%	24.2%	54.5%

2.d. Which concept(s) in the Urban Core New Development and Public Access to the River concepts do you support the most?

<i>Status quo</i>	<i>Access through middle of site</i>	<i>Viewpoints</i>	<i>River trail extension</i>
9.5%	16.7%	33.3%	40.5%

2.e. Do you have any other comments regarding proposed land uses in the Urban Core Area?"

- The highest density of housing in Astoria is over the "Urban Core." Developing the water front here has the greatest potential to revive river views for the most of people, so low height requirements are critical.
- Must keep flavor and history in front of all development for Astoria
- Access to the water is fine - but what about access on the water? Build canoe/kayak access points on these pedestrian walkways, and places where boats can tie up.
- Too dense not enough open and view space too high.
- The "hatched zones" seems to be an admission that we have no control over the waterfront - and that one way or another - something is going there. These things will subtract from socializing the downtown, not add to it. Survey the comings and goings of the Columbia House to see how many people utilize the downtown in their everyday lives.
- Connecting the river with downtown is important to commerce, tourism, and local use. More commercial and residential development south of the Riverwalk and more open access to walking along the river should be a priority. I think it is critical that the river trail does not become a tunnel with a passage to the river every so often. Being able to walk along the river with a more panorama view is what should be preserved.
- I support enforcement of the existing height restrictions.
- It appears the planning is to accommodate large high rise development - access to riverfront from town is not planned - river front will be for large development - intimate open spaces seem envisioned so more room for development - why not large size character dock for tourists and residents of city with proper access?

- All of these plans serve developers and not the public. Who will live/work in these new buildings? Our core infrastructure needs improvement, not new buildings at this site. Greed is not good.
- Keep buildings low to preserve view shed from 2nd to 5th Streets. As much access to river as possible. Walking wall.
- No building should be between me and the river without some complete river access.
- If Astoria does add condos or other intense residential development, it should be here where the additional population will support commercial shops, restaurants, etc.
- The urban core parking district needs clarification, please. Does the word "district" here imply there will be a tax created to fund this parking facility? Will developers then be relieved from the requirement that they provide adequate parking to serve the purposes of their developments? Leaving that bill for everyone else to pay instead? Or will developers be "taxed" to build, maintain, and operate this central parking facility? Will the central facility lead to greater traffic congestion than it was intended to avoid? This idea has promise, but we need details and clarification to evaluate it. Regarding public access options for the urban core - option 4 is far and away the best. Option 3 is an acceptable choice. Option 2 is perhaps acceptable if the development is strictly for the public (e.g. retail stores, not residential). Option 1 stinks.
- Keep buildings to current height codes - limit number of expensive condos so waterfront is enjoyed by all rather than owned by a wealthy few.
- Instead of building all these condos why not fix up all the downtown buildings "Flavel" Force him to sell or fix up and rent out. You need to force your efforts on promoting the downtown and town in general towards tourism.
- Your questions are very misleading. All you want to do is build as many condos as you can "affordable living" is what you are calling it. You bend for local people with deep pockets.
- People come to see the "small town" and history not to look at all the condos that would be on the water. Seaside is a fine example of box ugly.
- Breakup the condos, have local business on a ground level for those to shop and a wrap around to complete the view, everyone wins.
- No new development. Any new construction replacing existing buildings should not be larger than the building being replaced. No building over submerged land.
- I think that for each foot of width that is granted for a view corridor a proportionate foot should be granted on the height. I think this would give a balance to developers and the public view for corridors. You wouldn't end up with monster buildings on the water but you also wouldn't end up with long 1 or 2 story spaces either. If they are single level or 2 level then they should allow for a diversion off the Riverwalk that provides public access to the north side of the building. This will give the Riverwalk more texture. I think that as much as possible should be done to enable developers to put high density residential in the urban core. The more we can get residents from needing and using cars the more vibrant and successful our downtown will be.
- Height limits, no condos over the water to block views.
- Need to see zoning map. There should be no residential zoning in water. There should be an industrial zone here to fit with previous uses and existing buildings.

There should be a strict limitation on height in water. I don't understand the parking district idea.

- The comments I made for the Bridge Vista area also apply to the Urban Core area. There is no need to build structures over the water. There are many existing buildings in the downtown area that should be rebuilt to accommodate new uses. None of the concepts you show for Urban Core Development are acceptable. No development should be permitted over the water especially on the river side of the existing river-walk.
- It is disgusting that “sweeping views of the river” (even the absurdly reductionist “managed views through building corridors”) have been eliminated from being the central theme of Astoria riverfront visioning! The “ASTORIA RIVERFRONT VISION PLAN LAND USE AND URBAN DESIGN IDEAS OCTOBER 2008” Urban Core plan makes no distinction between shorelands under private ownership, and the submerged or submergible lands that in the Urban Core universally belong to the people of Oregon, to be held in trust for the enjoyment of the general public. The plan nonsensically acts as if shoreland owners have a claim on submerged public lands superior to those of the general public; the urban core waterfront plan is more an over-water condo plan than a “Riverfront Vision.” “Allow for a mix of commercial, residential, and water-dependent uses that support but don’t compete with the downtown core” appears to be a condo-developer/restaurateur driven elimination of the existing requirement of ground floor river-oriented commercial 2.540.10(b).

3. Do you agree with the overall land use concept for the Civic Greenway Area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
14.7%	8.8%	2.9%	29.4%	44.1%

3.a. Do you agree with developing open areas that provide broad views of the river in this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.1%	0.0%	0.0%	18.2%	69.7%

3.b. Do you agree with locating a new residential and mixed use neighborhood east of Mill Pond?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
25.8%	16.1%	9.7%	25.8%	22.6%

3.c. Do you agree with enhancing connections to the greenway from neighborhoods adjacent to this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
12.5%	0.0%	15.6%	21.9%	50.0%

3.d. Do you have any other comments regarding proposed land uses in the Civic Greenway Area?”

- Commercial use needs to be compatible with residential area and keep the bright lighting to a minimum and shaded.

- Must keep the river in view - no condo block out - residential and tourist access use for all to enjoy.
- Expand moorage road or boat access at the east mooring basin on cities side of the causeway. Small boat/historical craft moorage at East end of Maritime Museum.
- If all the line work - with or without hatchwork - could be removed from the water, I could better understand what the immediate decisions should be regarding the shoreline line. What does all the demarcation in Alderbrook Bay mean?
- Yes! Residential south of the Riverwalk and enhanced river edge greenspace. The museum, mill pond, Safeway and the eco based already "invite" people to enjoy the river views.
- Doesn't seem to envision anything of extraordinary support of Astoria character and needs!
- Use care with density and require sufficient parking and design review. Look closely at transfer patterns. Don't overwhelm those narrow streets that parallel Leif Erikson Way. Require distance width of a street plus sidewalk from railroad tracks to buildings - don't wall-in their walk.
- I think the Mill Pond is a great example of what NOT to repeat: cheap, junk houses stuffed cheek-to-jowl on a floodplain. Ugly and stupid. And who lives there? No one I know. Retain all that land for parks, trees, and children.
- This area has the best residential concept. These concepts should be incorporated in the other areas.
- Lots of green.
- Intentionally creating a second "hub" in a small community may be tricky if you are also trying to reinforce the downtown.
- All else being equal (though it never is) development south of the river trail is preferred over north of the trail. Therefore, if we can keep the river itself free of new development in this area, accepting new development as shown in your map would seem to be a reasonable trade.
- 3b – only if adequate parking, standard with streets and traffic light access to Hwy 30 provided. 3c – access by vehicle should be limited to neutral entrance, i.e. via Hwy 30 so neighborhoods are not inundated with parking and traffic from outside.
- Clean up what's there.
- Having a "condo builder on this committee is not a good idea or a fair one.
- The river is for the people, not for the few. To have a place in this area to play with their child/friend/dog is an experience anyone should be entitled to have rather than the wealthy only to enjoy the potential land use.
- NO RESIDENTIAL. Mill Pond is too dense! Building on pilings over the pond is ugly & dense. Stop future development on pile fields.
- I think this area needs one big grassy area for outdoor concerts/festivals or events so that instead of having things like the concert for big red at the fairgrounds we can host events downtown where people can walk to it and the downtown can benefit from it.
- Too many residences crowded together.

- No car access from neighborhoods, only pedestrian access. Car access should be from Highway 30. I'm violently opposed to residential zones as suggested. This should be a commercial, industrial and natural area zone. In general, this should be similar to Alderbrook zone to the east -- natural as possible, with unrestricted views of river.
- Your plans for the civic greenway area in general are much improved from than those of the previous two areas. However, you still show over-water zoning that to me causes the goals and objectives of this area to become questionable. Over-water land use zones need to be removed from the plan and city planning and zoning in these areas should be discontinued. You also don't really look at potential for redeveloping lands south of Hwy. 30 to reduce development pressures on river-front lands. I suggest that you establish a long-term goal of acquiring land for public use between U.S. Hwy. 30 and the river from Safeway to the Maritime Museum. I suggest that such activities as the football field, soccer fields, baseball fields and open parklands be created in this area. These would provide broad views of the river, yet provide for needed city functions. Lands now occupied by the football field, the school bus parking area and the run down building adjacent to it could be purchased and exchanged for lands in this zone. The baseball field and tennis courts could also be relocated to this area and more intensive development could occur in south of Hwy. 30 sites.

4. Do you agree with the overall land use concept for the Neighborhood Greenway Area?

<i>1, do not support at all</i>	<i>2, do not support</i>	<i>3, no opinion</i>	<i>4, support somewhat</i>	<i>5, strongly support</i>
12.1%	3.0%	3.0%	27.3%	54.5%

4.a. Do you agree with protecting the visual and natural character of this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
6.3%	0.0%	0.0%	12.5%	81.3%

4.b. Do you agree with minimizing the impact of pedestrians on neighborhood residents?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
9.4%	15.6%	21.9%	15.6%	37.5%

4.c. Do you agree with maintaining open views of the river in this area?

<i>1, do not agree at all</i>	<i>2, do not agree</i>	<i>3, no opinion</i>	<i>4, agree somewhat</i>	<i>5, strongly agree</i>
6.1%	0.0%	6.1%	9.1%	78.8%

4.d. Do you have any other comments regarding proposed land uses in the Neighborhood Greenway Area?"

- We need to create a waterfront Trust that can research waterfront leases and can try to purchase leases for preservation of undeveloped (except as park land) waterfront.
- Again more boat moorage - the area just east of pier 39 would be good for small boats (it is seasonably sheltered) if a lot of the old pilings are removed and docks added.

- Need public access to water and canoe/kayak launch.
- 4 and 4B the visual and natural character of this area can be protected without having to minimize population growth as long as visual access to the bay is part of building design.
- If Alderbrook Lagoon "park" is to be developed as the open public space on the waterfront, how could impact be minimized in the neighborhood?
- The mill pond village seems an obstruction to the line of development of the waterfront...impact of pedestrians should have been thought of when it was implemented, planned, and developed...Mill Pond Village, the misuse of the old fairgrounds...the tearing down and misuse of the old Safeway store does demonstrate the need of some real planning ... long range planning! I think the first thing planners for the waterfront should do is look at these mistakes and go from there. We need some development for the cities citizens not just for developers!
- No development on river side of trolley track!
- Notice how this historic neighborhood has houses with yards, space, and civic ownership. In contrast to the horrible condo-congestion of Mill Pond. Retain and enhance this area - it should be the model for future developments.
- Impact of pedestrians? We love walking people!
- I'd like to see more of what can be done with the existing "public" properties.
- Very good plans for this area.
- I hope this goes through, beautiful even. I grew up in this area. Everyone should enjoy.
- Building between Marine Drive and the river is a mistake that squanders Astoria's precious ambiance, we are a river city - why allow it to be blocked by even the most "friendly" building?
- Clean up what's there already.
- Look at the condos on 39th, not even full and building more. Shame on them GREED.
- Go indigenous not decorative flora. Show visitor what grows here and remove what doesn't. Being so far from a road on the lagoon should some emergency mechanism be considered?
- Does the fact that Paul Benoit lives in the Neighborhood Greenway area have anything to do with the "less development is better" and open view concepts?

5. Are there any other comments you would like to make?

- By pass (of Hwy 30 to 101) should be supported. Planning for rising sea levels is critical to be included on all planning and building requirements. Tsunami response plan needs to be in place before more building is permitted in Astoria.
- Do not loose the city to condoization.
- Pardon my scrawl - it is hard to write with these pens provided in the library! But this town likes to brag about its maritime history. In light of this, I think any waterfront vision plan is incomplete without consideration and plan for implementation of more moorage and boat space.

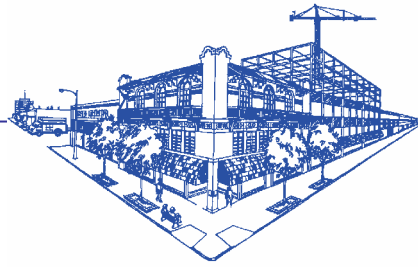
- Looking at "minimizing impacts of pedestrians" brings up a major concern for new development "on" or "in" the river in the urban core. I am concerned that planned boardwalks and extensions will be cut off to the public by residents. Can we ensure public access? New development already advertises private piers and private river access.
- Re above question, will the area west of the port and boat dry dock area be available for a public park? That would be preferable to the Alderbrook area.
- Excellent process.
- You have identified a slew of very attractive new features in these four areas that, taken together, go a long way to ameliorating the inevitable "condo-ization" of the river. But where will funding for these improvements come from? If they are only dreams with little chance of coming to fruition, then we are agreeing to something distasteful based on false promises of palliative measures.
- So appreciate your doing this process - well thought out :)
- I'm glad to see Astoria moving forward.
- Condo's take away what you need to save the history of the town. Also lodging is collecting a room tax, which a percent should be used exclusively for promoting tourism in this town. Save what's here DON'T BUILD MORE!
- Why waste everybody's time and money when in the end you will build what you want and where you want it and nobody can stop it.
- Any project that comes up that will change the landscape of any area. It should come up to a "public vote" because we can't trust our elected officials, they don't have the "public welfare" in mind. Just how much money will make on the venture.



CONDOMINIUM MARKET ASSESSMENT

E. D. Hovee & Company, LLC

Economic and Development Services



MEMORANDUM

To: Matt Hastie, Cogan Owens Cogan
From: Eric Hovee
Subject: Condominium Market Potentials for Astoria Riverfront
Date: July 3, 2008

As part of the Astoria Riverfront Visioning process, two questions have been raised as topics for discussion from an economic market feasibility perspective:

- What is the long-term market potential for condominium development along the Columbia River riverfront in Astoria?
- To what extent can market demand for ground floor commercial (especially retail) be expected to fill ground floor space of mixed use development projects along the riverfront?

The first question is the primary topic addressed by this overview assessment. The answer to this question also likely shapes market based options for addressing the second question.

Topics covered by this review of market potentials are organized to include:

Approach to Riverfront Condo Market Assessment
Review of Current Market
Strengths & Weaknesses of Riverfront Condo Development
Riverfront Residential Demand Scenarios
Shaping Riverfront Residential Potentials
Ground Floor Commercial with Mixed Use
Summary Observations

Supplemental data tables are attached as an appendix to this memorandum.

APPROACH TO RIVERFRONT CONDO MARKET ASSESSMENT

This review of Astoria riverfront condominium potentials involves both quantitative and qualitative assessments. While quantitative information (regarding such items as condo pricing and number of units built or sold) provides a useful indicator, dependence on current and historical trend data alone does not tell the whole story.

This is especially the case in the current market environment which has changed dramatically in less than a year's time both locally and globally. It is also true for Astoria, which was only just starting to experience surging demand with condo development before the real estate market downturn.

Consequently, a qualitative as well as quantitative approach is taken with this market review. Our goal is to look beyond the current real estate market to the fundamentals of demand that can be reasonably expected to drive local, regional and even global residential demand for the next 10-20 years. And this review is intended to look beyond the conditions that have characterized the Astoria and Clatsop County economy over the last 20-30 years – to better address both demonstrated and as yet emerging opportunities just over the horizon.

Resulting key steps involved with this market review of condominium potentials for Astoria's riverfront have included:¹

- Background review of recent trends in the Astoria residential market (together with contacts involving a selected sampling of property owners and developers active in the Astoria market) – focused on condo development and including comparisons to the experience of other selected coastal communities.²
- Qualitative assessment based on this firm's experience with emerging condominium and mixed use development – both in the Pacific Northwest and elsewhere in the U.S.

REVIEW OF CURRENT MARKET

As background information for this review, E. D. Hovee & Company, LLC has compiled pertinent statistical data describing demographic and economic trends within the Astoria and Clatsop County areas together with supplemental information as readily available regarding residential and condo development. Detailed data tables are provided as an appendix to this memorandum. What follows are findings most pertinent to this assessment of condominium potentials for the Astoria Riverfront

Astoria Population & Demographics:

- The population of Astoria has been relatively flat since 1970 – in the range of 10,000 residents while population county-wide has increased by about 31% county-wide. This means that demand for *net added* housing in Astoria is now largely dependent on smaller households or non-permanent (i.e. seasonal or vacation) residential use.

- However, with stronger local economic growth than has been the case for some time, there now appears to be greater opportunity for net population growth in Astoria as well as county-wide in the years ahead. For example, Clatsop County Department of Community Development projections indicate that in-city population could increase by as much as 18% (or by more than 1,780 residents) between 2007 and 2020.
- As might be expected, average household size in Astoria is now relatively low at about 2.23 residents per unit – below comparable figures for the entire county and state of Oregon. However, after a long period of decline nationally, household size is now projected to remain more stable in the years ahead – due to factors including in-migration and increased cost of housing (forcing more doubling up and residential sharing).
- At just under \$41,700 per household as of 2007, median income in Astoria is 9% below Clatsop County and 19% below the statewide comparable figure. However, the national demographics firm ESRI projects that median incomes may increase by about 18% over the five years from 2007-2012.
- With a median age of 38.6 years, average age of population in Astoria is younger than the rest of the county, but older than for the typical resident statewide. While most areas of the state are expected to experience an increase in median age over the next several years, ESRI projects that Astoria's population may actually trend to a slightly younger resident. This would suggest opportunities for more housing geared to younger adults and families in the years ahead.
- Compared to the rest of the state, Astoria and Clatsop County are less diverse in terms of race and ethnicity. Relatively high proportions of Astoria residents tend to have some college training. The proportion with a bachelor's degree or better is above that of the entire county but below comparable proportions statewide. Trends toward higher levels of education are often aligned with interest of adults ranging from young professionals to empty nesters for more urban, attached residential options.

Economic Trends:

- Job information is most readily available on a county-wide basis – which coincides with typical *commute sheds* of workers in the Astoria area. After a considerable period of time of declining and relatively stagnant employment, a solid pattern of job growth has been experienced in recent years. Employment county-wide has increased at an annual rate of 1.5% per year from 2001-2006.
- As of 2006, there are an estimated 16,560 jobs in Clatsop County paying an average annual wage of about \$29,400.
- Job growth has occurred across most but not all sectors in recent years, but especially for construction. The sectors that have experienced some loss in employment are wholesale trade and government. If continued, this across-the-board pattern of job growth (extending beyond the lower paid retail service sectors) bodes well for overall housing demand and likely interest in greater diversity of housing product for the years ahead.
- Finally, it is noted that sources of income in Clatsop County are less tilted toward wage and salary income than is the case statewide. In contrast, relatively high proportions of income come from proprietors (small business owners) and transfer payments (as with

retirees). Investment income has declined as a proportion of the total income mix both county- and state-wide.

Residential Development:

- Building permit data indicates that approximately 37 residential units per year (of all types) have been permitted in Astoria over the 2003-2007 time period – at a relatively steady pace each year. Astoria accounts for about 14% of all residential units permitted county-wide.
- Multi-family developments (of 5+ units) account for over one-third (38%) of total residential construction permitted. However, the pace of development is more uneven (with all units permitted in 2005 and 2006). If averaged over the full five year period, the normalized rate of production appears to be about 14 units per year. Astoria accounts for almost half (49%) of all multi-family constructed county-wide.³
- Data has been compiled from the Real Estate Multiple Listing Service covering more than 130 *attached housing* units on the market for sale in Astoria and neighboring communities as of May 2008 – including townhomes and condominiums. The *typical* condo or other attached unit on the market is relatively generously sized at two bedrooms and two baths with more than 1,200 square feet of living area and built in 2004.
- Median asking price is \$392,500 (or \$320 per square foot). Average asking price is somewhat lower (at \$363,200 per unit or \$297 per square foot).
- Seaside continues to dominate the Clatsop County market – accounting for more than 80% of attached housing listings on the market – but with the lowest average price of all the communities for which listings are indicated.
- In Astoria, the typical unit is somewhat smaller in terms of bedrooms but generously sized in terms of total square footage. Average asking price is \$366,500 or just under \$300 per square foot, with the typical unit having been built very recently (in 2005).
- Finally, some comparison of asking prices as of May 2008 has been made with pricing for similar units about 3-1/2 years earlier (in December 2004). On a per square foot basis, per square foot asking prices are up by anywhere from 80% to more than 130% above conditions four years earlier. While the market is now softer than just one year ago, this longer trend indicates continued strong interest in attached housing product compared to what has been experienced historically in Clatsop County as well as throughout Oregon.

This review suggests that market conditions are moving into place to support continued if not accelerated development of varied attached housing products in the Astoria market. While the pace of development has been relatively modest and somewhat episodic to date (due in part to project sizing that may require longer absorption), attached housing product nonetheless already appears to be accounting for well over 1/3 of housing development in Astoria.

Condo units are priced at rates supportive of new construction for low-mid rise (wood or steel frame) product, perhaps less well so for more urban (concrete) construction. For Astoria, recent developments have occurred *in lumps* of 30-40 units each. However, anticipated pricing for

condo units built over the water can be expected to be higher than what Astoria has experienced to date – potentially requiring sales pricing in the range of \$400 - \$500+ per square foot.⁴

Current Astoria Development Activity. Information from the City of Astoria regarding additional attached homeownership housing developments in Astoria indicates a total of 212 condominium and townhome housing units currently under construction or with zoning approvals complete or pending. If all of these units are built as currently proposed, the added residential inventory would exceed the combined number of single-family, plex and multi-family units that were permitted for construction in Astoria from 2003-2007.

This project listing includes 186 condo units (involving five projects) and 26 townhomes (two projects). Three of the proposed projects (totaling 89 condo units) are planned for riverfront locations.

Possible Astoria Condominium & Townhouse Projects

Under Construction:

- S 42 7th Street - Chester Trabucco - 4 condos above commercial
- S 39th & Abbey Lane - Urban Pacific - three buildings with 93 condo units; first building complete; second building under construction; third building approved but no building permit yet
- O 1133 Franklin - Dave Freeman - conversion of 11 multi-family apartments into 6 townhouses
- S Foot of 29th Van Horn property - Adam Dion - 20 Townhouses - infrastructure complete, buildings under construction; final subdivision plat to APC 4-22-09

Zoning Approvals Complete - No Building Permit:

- W 10 Columbia - 15 condos plus 5 time share
- W 1 - 6th Street - 30 condos; to start decking/piling this winter 2008-2009

Proposed Projects with Zoning Applications Pending - No Building Permit:

- W 101 15th Englund Marine site - 44 condos in planning stage with architect; Measure 37, conditional use and variance pending decision following LUBA remand

W - Indicates riverfront location
S - Indicates shoreland location
O – Other

Source: City of Astoria, April 2008.

Not all of the projects identified will necessarily go to construction in the near future – due both to permitting issues (in some cases) and the current slowdown in the residential market. However, this listing indicates that, despite the current housing mortgage market crisis, the long-term fundamentals for urban housing multi-family housing look extremely promising. If

anything, it would not be surprising to see attached product in Astoria move up toward 50% or more of new in-town residential construction as the housing mortgage market recovers in the years ahead.

This transition toward more urban multi-family development appears especially promising. High-amenity communities are being discovered not just as good places for a second home or retirement, but as desired environs for younger residents (both native and newcomer) to plant roots and prosper. While multi-family development has been considered as primarily a rental market in years past, attached housing product in the future can be expected to offer an increased array of home ownership options.

STRENGTHS & WEAKNESSES OF RIVERFRONT CONDO DEVELOPMENT

Based on our understanding of condominium and mixed use development throughout the Pacific Northwest plus the prior review of current Astoria area market data, we would offer the following summary assessment of strengths and weaknesses of the Astoria riverfront for condo development. This listing notes strengths and weaknesses assessment from both national/global and local/regional perspectives.

Summary Strengths & Weaknesses of Astoria Riverfront for Condo Development

Strengths	Weaknesses
<i>National/Global Perspective:</i>	
<ul style="list-style-type: none"> • Strong demographic fundamentals – aging baby boomers <i>plus</i> footloose quality of life migrants (including lone eagles)⁵ 	<ul style="list-style-type: none"> • Depth of current real estate downturn – impacting the condo market with potential lasting changes to financing availability
<ul style="list-style-type: none"> • Proven ability of condos to support higher per square foot pricing than other urban uses 	<ul style="list-style-type: none"> • Greater volatility of condo real estate – especially in emerging markets
<ul style="list-style-type: none"> • Appeal of riverfront locations – supporting more aggressive sales pricing & absorption 	<ul style="list-style-type: none"> • Need for urban services in small town locations – including health care for aging boomers
<i>Local/Regional Perspective:</i>	
<ul style="list-style-type: none"> • Ability to build out over the water – an uncommon Oregon riverfront opportunity 	<ul style="list-style-type: none"> • Higher cost of developing on/over the water & on constrained sites – requiring top-of-market residential pricing⁶
<ul style="list-style-type: none"> • A different coastal experience – sheltered from direct ocean-front weather 	<ul style="list-style-type: none"> • Long-term property maintenance issues – requiring owner association funding for reserves
<ul style="list-style-type: none"> • Walking convenience of revitalized downtown – with dining & shops <i>plus</i> nearby medical & community college 	<ul style="list-style-type: none"> • Conflicting expectations of diverse owners – residents/newcomers, older/younger, permanent/short term, working riverfront
<ul style="list-style-type: none"> • Authentic small town, historic lifestyle – in Oregon’s first city 	<ul style="list-style-type: none"> • Question of <i>community fit</i> for new residents – both short & long-term

Source: E. D. Hovee & Company, LLC.

While the economic *crystal ball* is perhaps more murky now than just a couple of years ago, our assessment is that the demographic fundamentals in favor of urban living remain strong – and will likely gather added impetus over the next decade. Market demand coupled with political pressures will overcome both short and longer term effects of credit tightening – although underwriting standards can be expected to be more rigorous than was the case just 1-3 years ago.

Demand increasingly will spill over from major metro areas to smaller communities offering substantial amenity value. This is increasingly the case in the Pacific Northwest which offers the combination of national urban mixed use pacesetters in Portland and Seattle with desirable smaller market yet increasingly sophisticated and even urbane small town venues – such as Ashland, Bend, Walla Walla, Wenatchee, and Astoria.

Places committed to authenticity and sustainability will fare the best – in terms of market interest, pace of absorption and pricing. Integrating old and new in a manner that is socially, economically, and environmentally sustainable poses perhaps the greatest challenge – especially in a community with the rich historic and scenic resources of Astoria.

RIVERFRONT RESIDENTIAL DEMAND SCENARIOS

Because urban scale (including riverfront) residential began to generate strong interest in Astoria just as the national housing market was peaking, it is challenging at this time to reliably predict future riverfront residential demand (or absorption) over the next 10-20 years. Major variables affecting riverfront residential demand will include rapidity and extent of housing and mortgage market recovery, continued economic prosperity of the Pacific Northwest, and Astoria's perception as a high amenity residential/mixed use community versus other alternative locations regionally.

Alternative Scenarios. Three alternative riverfront housing demand scenarios are identified for purposes of comparison and discussion:

- *Baseline demand* (supporting less than 10 added riverfront residential units per year) – assuming continued county-wide total housing production averaging less than 300 units per year combined together with maintenance of existing capture rates by Astoria of the county-wide housing market and recently indicated multi-family and riverfront capture of the in-town total residential market. With this relatively modest level of demand, residential developers will essentially be choosing between relatively up-scale townhome type projects with construction timed to actual sales or larger (20-40 unit) condo projects accompanied by the resulting expectation of potentially long (2-4 year) periods of time to sell-out each multi-family project.
- *Mid-level demand* (supporting in the range of 15-20 riverfront units per year) – also assuming stable county-wide housing demand but an increased market share for multi-family and riverfront residential in Astoria. With this higher level of Astoria-focused demand, absorption periods could run in the range of 1-2 years for per riverfront condo project (assuming one major project actively on the market at a time).
- *Strong demand* (with absorption ramping up to 40-50+ units per year) – predicated on increased county-wide housing demand and substantially increased capture by Astoria of

the county-wide permanent and seasonal home market combined with multi-family coming to represent the dominant form of new construction in Astoria and riverfront development the #1 location for new multi-family in-town residential product. With this level of demand, the Astoria riverfront conceivably could support 1-2 new riverfront projects per year, with each project selling out in a time frame of about 18 months or less. This absorption scenario assumes not only strong regional and local demand but active City and community support for riverfront residential development (as further outlined in later sections of this memorandum).

Density of Development. Depending in part on the level of market demand experienced, three different types of residential product can be envisioned as reasonable options for Astoria riverfront development:

- *Townhomes* – of 2-3 stories including garage parking at densities of between 12-18 units per acre (assuming that ground floor commercial retail use is not directly required). Units would need to be priced at top of the market, especially if built over the water. Project financial feasibility for extensive over-water development will prove challenging.
- *Low-Rise Townhomes or Condo Flats*– with 2-3 stories of residential over some component of ground floor commercial use and at least a partial level of structured parking – to accommodate residential demand and a portion of commercial retail need. Resulting residential density would be in the range of about 30 units per acre. From a financial feasibility perspective, this development type allows cost of building over the water to be spread over more units and also satisfy a mid-demand scenario. However, it is uncertain whether the unit count would prove adequate to assure feasibility for more complex riverfront sites; the retail requirement may also dampen feasibility at non-prime locations.
- *Mid-Rise Condos* – with about four stories of residential over ground floor commercial and parking levels, achieving densities in the range of 60 units per acre. This development type does the best job of covering the over-water development costs, but would only be viable in a strong market environment with active City and community support – including determination of locations appropriate for higher building heights.

SHAPING RIVERFRONT RESIDENTIAL POTENTIALS

The market opportunity for condominium development along Astoria’s riverfront can be shaped by local public policy and planning in a variety of ways. Some approaches could serve to incent and others to slow or limit development. Yet other approaches might not impact the market in terms of number of units supported, but could affect the character of the resulting development:

- ***Design guidelines that assure public access and view corridors including through key rights-of-way or street corridors.*** This could have the effect of limiting height of construction or length of single building developments – with fewer units per structure. Design guidelines may, in some cases, also serve to limit development feasibility. If the guidelines calling for uniformity of design were applied across the full length of the riverfront corridor, the result could also be a less interesting and less marketable riverfront residential area.

- ***Design guidelines offering a baseline allowed scale of development but with bonus provisions to increase density at targeted locations in exchange for public amenities.*** Examples of amenities for which added height or density might be allowed include special provision for public access or view corridor protection, construction and/or management of public open space or riverfront amenities, provision of a full complement of ground floor commercial space, affordable housing development, and limitation of on-site parking.

While these provisions can generally be expected to increase cost of development, they may also provide opportunity for improved project feasibility and greater marketing appeal – with more diversity of residential product. Added height may be required in some cases for project feasibility, as a means of spreading the high cost of building over the water across more residential units.

Highest density of riverfront development may be most appropriate closest to downtown – complementing the already built environment. From a public perspective, diversity in scale of development can yield a more interesting riverfront, albeit requiring conscious planning decisions about which portions of the riverfront are most suitable for varied types and scales of development.

- ***Encouragement of diversity of housing product – in terms of types of units provided, historic and contemporary design character.*** In addition to condos, other housing product types to encourage include 2-3 level townhomes, lofts, live/work units, and for rent apartments (ranging from luxury market rate to consideration of subsidized/affordable). Greater range of product mix can serve to reduce developer risk of overbuilding to any one market segment. A more diverse residential mix also may offer opportunity for more existing Astoria residents to live on the riverfront.

For Astoria, a particular challenge may be to determine the degree to which design for new development should reinforce or contrast with the community’s already in-place historic building fabric. The ability to offer contemporary design that emulates but adapts historic themes (often in bold or non-traditional ways) can serve to generate added market interest – as has been demonstrated in urban areas from Europe to the U.S. For sale residential will be important to generate the per square foot value necessary to support rehabilitation and/or adaptive reuse.

- ***Assuring compatibility of residential development when in proximity to public or industrial uses.*** The Astoria riverfront contains a high proportion of publicly owned land and industrial use (or vacant land) – especially to the west and east of the downtown portion of the riverfront. Special design considerations may be appropriate to assure compatibility of these uses when adjoining residential is developed, especially in situations where retaining a working riverfront remains an important public policy priority for the Astoria community.
- ***Reduction of on-site parking need via public riverfront trolley and shared parking opportunities.*** In any urban development project, reducing the amount of costly structured parking required can improve financial feasibility – so long as minimum thresholds needed for market acceptability are met. There is the potential to target trolley service not only to visitors but to riverfront residents – if trolley service can be operated at headways and with stops convenient to new residential locations.

This combination of residential and visitor use may serve to improve trolley patronage and offer a more lively mix of day and evening activity. Encouragement of shared parking – as between retail, office and residential – can also make it more possible to reduce the dedicated residential requirement to, say, one space per unit, while allowing evening / weekend use of commercial parking spaces for added residential and guest parking.

- ***Concurrent priority on downtown core as well as riverfront residential.***

Introducing more housing (in the form of building renovation and new construction) into the existing downtown core will help to further broaden Astoria's appeal as a place to live, not just visit, and to maintain a healthy level of competition between the downtown and riverfront.

Achieving financial feasibility for downtown residential development is also challenging, though opportunities are likely greatest if there is a mix of market rate and affordable housing provided. Downtown retail and service businesses can benefit from introduction of more residential directly in the core – from the perspectives of added year-round business patronage, day and night activity, and interaction between riverfront and downtown residential neighborhoods.

- ***Offering flexibility for ground floor use of residential development.*** For project financial feasibility, it always makes sense to incorporate commercial retail and/or service space if market demand can be demonstrated. This is especially true when commercial uses are paying rents supporting higher construction costs at ground level than what residential may support and helping create the mixed use *buzz* that draws buyers to a condo project. The reverse is also the case. Requiring commercial use at fringe locations where there is no demonstrated market can dampen overall project feasibility or result in unused ground floor space. Financing of mixed use is also often challenging, especially for developers or lenders with little mixed use experience. Optional approaches to this question of ground floor activity are further considered in the section that now follows.

GROUND FLOOR COMMERCIAL WITH MIXED USE

As noted at the outset, a second topic for market input is the question of the extent to which ground floor commercial should be required mixed use residential (as with housing above commercial space). Ground floor retail is often viewed as important to the urban riverfront mix, bringing added economic vitality and better assuring broader public access to the riverfront area. However, requirements for exclusive ground floor retail use can prove counterproductive – sometimes generating unintended consequences.

Three observations are noted as potentially pertinent to this discussion for Astoria's riverfront:

- ***Ground floor commercial use is best situated at locations where clear market demand can be demonstrated.*** Retail space demand can be expected to be strongest for sites within easy walking distance of the downtown core and also for potential major destination locations with highly visible locations and capacity for abundant parking. As one moves along the riverfront away from the downtown core,

retail demand is likely to be more spotty – with best opportunities at corner locations and at sites readily accessible via major street corridors with views to the water.

- ***Prescription of 100% ground floor designation for retail space with mixed use development can yield unintended consequences – even in very urban settings.*** In situations where residential project feasibility is already questionable, the requirement for ground floor retail may cause a project not to proceed to construction. Even when construction occurs, the developer may look for ways to minimize the cost impact of having to build for retail at a site where demand is questionable.

Issues with ground floor retail in a residential development range from retail/residential conflicts as with concerns ranging from noise at late hours to persistent odor (especially with some restaurants).⁷ Vertical separation also can increase project cost – whether to provide the added ceiling heights at ground level retail use or to meet code requirements as for fire safety.

Neighborhoods close to downtown Seattle such as Queen Anne that were required to provide retail with early phase mixed use developments experienced the situation of strong condo demand (above ground) but difficulty filling the ground floor space at less than prime locations. The result was a combination of high vacancies and subpar uses at ground floor ranging from unfinished retail space to temporary offices to storage.

Portland’s Pearl District has more recently encountered similar issues as high rise residential development proceeds north toward the Fremont Bridge and away from existing retail *hot spots* near Hoyt and Couch Streets. Project developers have experienced lower rental rates and more difficulty filling retail spaces – with the resulting recommendation to target other active ground uses at subprime retail locations.

- ***A broader range of options are available to achieve the goals of mixed use vitality a well used riverfront.*** Examples of other uses to consider at less intense retail locations include ground floor office, townhomes, live/work space, community or public uses, and/or provision of retail in an adjoining stand-alone commercial building rather than directly on-site. Where there is the opportunity for long-term transition to retail as the market strengthens, it may also make sense to design the space with future retail in mind, for example, by providing for higher floor to ceiling heights at the ground level.

Bottom line, a flexible approach to ground floor commercial use with mixed use riverfront projects is strongly suggested for consideration. Projects most likely to proceed to construction and prove sustainable over time are those that respond to demonstrated and always changing market demand while also respecting broad public planning guidelines rather than overly prescriptive regulatory requirements.

SUMMARY OBSERVATIONS

In summary, the following three observations are offered for consideration as part of the Riverfront visioning process:

- Like other high amenity smaller communities in the Pacific Northwest, Astoria is proving to be increasingly desirable as a place for urban residential development – including rapidly expanding interest in the riverfront. While there is a bit of a current market lull today, even more robust opportunities may be presented in the years ahead as the market rebounds.
- Costs of developing on the riverfront are relatively high – requiring pricing to a more upper end clientele and thereby reducing absorption below what would otherwise occur. Higher price points also likely reduce opportunities to attract local buyers, meaning that a greater proportion of units will be purchased by second home owners and new residents to Astoria.
- Key factors affecting development feasibility can include costs of piling, preservation and adaptive reuse, parking, height of development allowed, and ground floor retail requirements. These are all factors that the City of Astoria can influence to some degree – consistent with the adopted Riverfront Vision and subsequent implementation.

E. D. Hovee & Company, LLC appreciates the opportunity to provide this review on behalf of the City of Astoria and welcomes questions regarding any aspect of this market assessment report.

APPENDIX. SUPPLEMENTAL MATERIALS

Figure 1. Population Trends & Forecast (1970-2020)

Year	Astoria	Clatsop County	State of Oregon
1970	10,244	28,473	2,091,385
1980	9,998	32,489	2,633,105
1990	10,069	33,301	2,842,321
2000	9,813	35,630	3,421,399
2007	10,045	37,440	3,745,455
2010	10,649	38,376	3,843,900
2015	11,205	40,018	4,095,708
2020	11,826	41,788	4,359,258

Source: U.S. Census Bureau (1970-2000), Portland State University Population Center (2007), and Office of Economic Analysis for the Clatsop County Department of Community Development (2010-2020).

Figure 2. Demographic Trends (2007-2012)

	City of Astoria	Clatsop County	State of Oregon
Households (HH)			
2007	4,298	15,432	1,461,068
2012	4,367	15,952	1,560,770
Average Household Size			
2007	2.23	2.33	2.51
2012	2.22	2.32	2.51
Median HH Income			
2007	\$41,694	\$45,804	\$51,735
2012	\$49,050	\$53,188	\$60,975
Median Median Age			
2007	38.6	42.6	37.8
2012	38.3	44.1	38.7

Source: ESRI.

Figure 3. Population by Race & Ethnicity (2007)

2007 Population by Race/Ethnicity	City of Astoria	Clatsop County	State of Oregon
Total	9,901	37,028	3,752,734
White Alone	89.1%	91.9%	84.4%
Black Alone	0.8%	0.6%	1.7%
American Indian Alone	1.1%	1.0%	1.3%
Asian or Pacific Islander Alone	2.7%	1.7%	3.9%
Some Other Race Alone	3.5%	2.2%	5.5%
Two or More Races	2.8%	2.5%	3.3%
Hispanic Origin	8.1%	6.1%	10.5%

Source: ESRI.

Figure 4. Population 25+ by Educational Attainment (2000)

2000 Population 25+ by Educational Attainment	City of Astoria	Clatsop County	State of Oregon
Total	6,641	24,069	2,250,998
Less than 9th Grade	4.1%	3.6%	5.0%
9th - 12th Grade, No Diploma	10.2%	10.9%	9.9%
High School Graduate	26.1%	29.0%	26.3%
Some College, No Degree	28.8%	30.1%	27.1%
Associate Degree	9.1%	7.3%	6.6%
Bachelor's Degree	14.1%	12.6%	16.4%
Master's/Prof/Doctorate Degree	7.6%	6.5%	8.7%

Source: U.S. Census Bureau and ESRI.

Figure 5. Clatsop County Employment Trends (2001-06)

Industry	2001			2006			Avg Ann % Chg 2001-06		
	Firms	Jobs	Avg Wage	Firms	Jobs	Avg Wage	Firms	Jobs	Avg Wage
Total All Ownerships	1,457	15,338	\$25,333	1,583	16,556	\$29,394	1.7%	1.5%	3.0%
Natural Resources & Mining	80	463	\$30,584	65	460	\$36,450	-4.1%	-0.1%	3.6%
Construction	160	698	\$28,809	184	1,005	\$35,418	2.8%	7.6%	4.2%
Manufacturing	62	2,124	\$43,692	61	2,121	\$51,745	-0.3%	0.0%	3.4%
Wholesale Trade	32	173	\$30,248	36	137	\$41,725	2.4%	-4.6%	6.6%
Retail Trade	256	2,169	\$19,913	274	2,469	\$23,074	1.4%	2.6%	3.0%
Transportation, Warehousing & Utilities	55	325	\$38,356	49	328	\$46,133	-2.3%	0.2%	3.8%
Information	23	177	\$27,013	22	176	\$28,698	-0.9%	-0.1%	1.2%
Finance & Insurance	43	248	\$29,401	44	275	\$36,954	0.5%	2.1%	4.7%
Real Estate Rental & Leasing	60	191	\$17,336	59	213	\$18,856	-0.3%	2.2%	1.7%
Professional, Scientific & Technical Svcs	61	(c)	(c)	79	(c)	(c)	5.3%	(c)	(c)
Management of Companies	2	(c)	(c)	2	(c)	(c)	0.0%	(c)	(c)
Admin. & Support, Waste Mgmt & Remediation Svcs	50	308	\$12,060	60	421	\$27,627	3.7%	6.5%	18.0%
Education	9	51	\$18,143	13	80	\$15,675	7.6%	9.4%	-2.9%
Health & Social Assistance	111	1,581	\$27,600	120	1,714	\$33,319	1.6%	1.6%	3.8%
Arts, Entertainment & Recreation	26	243	\$18,067	28	259	\$18,656	1.5%	1.3%	0.6%
Accommodations & Food Services	217	3,046	\$12,679	245	3,368	\$14,769	2.5%	2.0%	3.1%
Other Services	140	609	\$13,697	153	656	\$16,253	1.8%	1.5%	3.5%
Private Non-Classified	7	3	\$4,182	2	(c)	(c)	-22.2%	(c)	(c)
Total All Government	65	2,683	\$29,508	91	2,586	\$32,663	7.0%	-0.7%	2.1%
Federal Government	15	178	\$41,123	17	176	\$49,831	2.5%	-0.2%	3.9%
State Government	19	409	\$34,164	25	422	\$30,840	5.6%	0.6%	-2.0%
Local Government	31	2,096	\$27,613	49	1,987	\$31,546	9.6%	-1.1%	2.7%

Source: Oregon Employment Department.

Figure 6. Sources of Personal Income in Clatsop County & State of Oregon (1996-2006)

Income Type	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<i>Clatsop County</i>											
Wage & salary income	42%	41%	41%	42%	42%	42%	40%	40%	42%	42%	42%
Supplements to wages & salaries	10%	9%	9%	10%	9%	10%	11%	13%	11%	11%	11%
Proprietors income	7%	8%	8%	8%	8%	8%	9%	9%	9%	10%	10%
Investment income	24%	24%	24%	23%	24%	22%	21%	20%	19%	18%	19%
Transfer payments	17%	17%	17%	18%	17%	19%	19%	18%	19%	19%	19%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Per Capita Personal Income	\$20,769	\$21,648	\$22,590	\$23,340	\$24,214	\$24,560	\$26,027	\$27,167	\$27,178	\$28,155	\$29,571
<i>State of Oregon</i>											
Wage & salary income	46%	47%	47%	48%	48%	48%	46%	46%	47%	47%	47%
Supplements to wages & salaries	10%	10%	10%	11%	10%	10%	12%	13%	12%	11%	11%
Proprietors income	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Investment income	23%	22%	23%	21%	21%	20%	19%	19%	19%	19%	19%
Transfer payments	14%	14%	13%	14%	13%	15%	15%	15%	15%	15%	15%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Per Capita Personal Income	\$23,398	\$24,469	\$25,542	\$26,480	\$28,097	\$28,518	\$28,931	\$29,565	\$30,621	\$31,599	\$33,299

Source: *Regional Economic Accounts*, U.S. Department of Commerce, Bureau of Economic Analysis.

Figure 7. New Privately-Owned Residential Building Permits in Astoria (2003-07)

Year	Description	Building Type				Total
		Single-Family	2 Family	3 & 4 Family	5+ Family	
2003	Buildings	25	0	0	0	25
	Units	25	0	0	0	25
	Construction cost	\$4,032,227	\$0	\$0	\$0	\$4,032,227
2004	Buildings	14	0	0	0	14
	Units	14	0	0	0	14
	Construction cost	\$2,924,801	\$0	\$0	\$0	\$2,924,801
2005	Buildings	26	0	0	1	27
	Units	26	0	0	41	67
	Construction cost	\$5,534,741	\$0	\$0	\$2,686,000	\$8,220,741
2006	Buildings	27	0	0	1	28
	Units	27	0	0	30	57
	Construction cost	\$6,572,864	\$0	\$0	\$4,651,612	\$11,224,476
2007	Buildings	21	1	0	0	22
	Units	21	2	0	0	23
	Construction cost	\$5,128,506	\$320,243	\$0	\$0	\$5,448,749
Total 2003-2007	Buildings	113	1	0	2	116
	Units	113	2	0	71	186
	Construction cost	\$24,193,139	\$320,243	\$0	\$7,337,612	\$31,850,994
Avg Annual 2003-07	Buildings	23	0	0	0	23
	Units	23	0	0	14	37
	Construction cost	\$4,838,628	\$64,049	\$0	\$1,467,522	\$6,370,199
% of Total 2003-07	Buildings	97.4%	0.9%	0.0%	1.7%	100.0%
	Units	60.8%	1.1%	0.0%	38.2%	100.0%
	Construction cost	76.0%	1.0%	0.0%	23.0%	100.0%

Source: U.S. Census Bureau.

Figure 8. New Privately-Owned Residential Building Permits in Clatsop County (2003-07)

Year	Description	Building Type				Total
		Single-Family	2 Family	3 & 4 Family	5+ Family	
2003	Buildings	202	4	2	0	208
	Units	202	8	8	0	218
	Construction cost	\$34,709,847	\$912,992	\$516,749	\$0	\$36,139,588
2004	Buildings	205	2	8	2	217
	Units	205	4	32	19	260
	Construction cost	\$48,660,567	\$233,000	\$3,259,508	\$2,789,720	\$54,942,795
2005	Buildings	227	2	2	1	232
	Units	227	4	8	41	280
	Construction cost	\$52,166,772	\$527,833	\$782,200	\$2,686,000	\$56,162,805
2006	Buildings	240	4	4	3	251
	Units	240	8	16	84	348
	Construction cost	\$64,042,458	\$1,164,375	\$1,312,088	\$25,564,612	\$92,083,533
2007	Buildings	214	1	0	0	215
	Units	214	2	0	0	216
	Construction cost	\$60,617,400	\$320,243	\$0	\$0	\$60,937,643
Total 2003-2007	Buildings	1,088	13	16	6	1,123
	Units	1,088	26	64	144	1,322
	Construction cost	\$260,197,044	\$3,158,443	\$5,870,545	\$31,040,332	\$300,266,364
Avg Annual 2003-07	Buildings	218	3	3	1	225
	Units	218	5	13	29	264
	Construction cost	\$52,039,409	\$631,689	\$1,174,109	\$6,208,066	\$60,053,273
% of Total 2003-07	Buildings	96.9%	1.2%	1.4%	0.5%	100.0%
	Units	82.3%	2.0%	4.8%	10.9%	100.0%
	Construction cost	86.7%	1.1%	2.0%	10.3%	100.0%

Note: Clatsop County data includes all of the cities in the county and the unincorporated area.

Source: U.S. Census Bureau.

Figure 9. Summary of Attached Housing Units Listed For Sale (May 2008)

	Bedrooms	Baths	SF	Pricing	Price/SF	Year Built
Median (all)	2.0	2.0	1,216	\$392,500	\$320	2004
Average (all)	2.1	1.6	1,208	\$363,216	\$297	1999
Averages by City:						
Astoria	1.5	1.5	1,278	\$366,500	\$299	2005
Cannon Beach	2.2	1.8	1,138	\$404,917	\$350	1994
Gearhart	1.9	1.9	1,061	\$393,773	\$374	1974
Seaside	2.1	1.6	1,231	\$358,986	\$283	2002
Averages by Year Built:						
Built pre-2000	1.8	1.7	959	\$354,023	\$384	1974
Built post-2000	2.1	1.6	1,275	\$365,691	\$274	2006
Averages by Property Type:						
Condo	2.0	1.6	1,137	\$351,393	\$303	1998
Townhouse	2.8	2.1	1,922	\$481,442	\$245	2005

Source: Real Estate Multiple Listing Service web site.⁸

Figure 10. Sample Condo Pricing for Comparable Units (2004 & 2008)

Type	Bedrooms	Baths	2004			2008			Year Built	City
			SF	Pricing	Price/SF	SF	Pricing	Price/SF		
Condo	1	1	627	\$152,900	\$244	627	\$275,000	\$439	1972	Gearhart
Condo	1	1	625	\$149,500	\$239	628	\$275,001	\$438	1973	Gearhart
Condo	Studio	1	600	\$95,000	\$158	250	\$110,000	\$440	1940	Seaside
Condo	2	2	1,120	\$250,000	\$223	1,200	\$549,500	\$458	1998	Seaside
Condo	2	2	1,120	\$220,000	\$196	1,200	\$549,500	\$458	1998	Seaside

Source: Broker data from phone contacts and web site review (December 2004) and Real Estate Multiple Listing Service web site (May 2008).

END NOTES

- ¹ Information for this review has been obtained from sources generally deemed to be reliable. However, E. D. Hovee & Company, LLC does not guarantee the accuracy of information from third party sources. All data is subject to change without notice.

The observations and findings provided with this report are those of the authors. They should not be construed as representing the opinion of any other party without prior express approval, whether in whole or in part.
- ² Representative riverfront-related property owner and developer contacts were made as part of this overview assessment with Andrew Bornstein, Floyd Holcomb, and Chester Trabucco.
- ³ However, the reported average per unit permit value of multi-family constructed outside Astoria is almost double that of in-city construction.
- ⁴ Pricing information is based on representative contacts with Astoria area riverfront development interests and is consistent with pricing for high rise, urban condo development experience for concrete structures in the Portland and Seattle metro areas.
- ⁵ One property owner and developer contacted for this assessment noted that the buyers for riverfront condo units include local residents looking to or downsize and/or retire, second home purchasers and retirees coming from Portland, Seattle and San Francisco – including a component of dual income, no kid (DINK) buyers.
- ⁶ One source familiar with riverfront development indicated that cost of piling (before residential unit construction) are essentially equivalent to the full cost of development for a recently completed condo development just off the water. Another source stated that cost can be as much as \$150-\$200 per square foot of added over-water site area created.
- ⁷ Research by the economic consulting firm Johnson Gardner has found that some urban retail amenities – such as specialty groceries, cinemas, bookshops, wine shops and coffee shops have a positive impact on home pricing. Restaurants have a slightly positive effect. Proximity to other retail uses – such as music shop, bar, bistro or spa – can have a negative effect on nearby residential values. As cited by the article by Jerry Johnson, “Valuation of Urban Amenities,” PSU Center for Real Estate, *Quarterly & Urban Development Journal*, 2nd Quarter 2008.
- ⁸ Studios are designated as 0.5 bedrooms for purposes of calculating average bedroom size.

This review of condominium market potentials for the Astoria riverfront has been prepared for Cogan Owens Cogan and the City of Astoria by the economic and development consulting firm *E. D. Hovee & Company, LLC*. Since 1984, E. D. Hovee has conducted real estate market and feasibility assessments together with economic impact analysis and strategic business planning for public agency, private and non-profit clients – primarily in the Pacific Northwest states of Oregon and Washington.

E. D. Hovee has been actively involved in the assessment of market opportunities for waterfront residential and commercial development in communities including Portland, Eugene, Hood River, Stevenson, Vancouver, Kirkland, Anacortes, Mount Vernon and Wenatchee. Outside the Pacific Northwest, the firm has conducted similar assessments in cities as diverse as Santa Cruz (California), Hannibal and St. Joseph (Missouri), and Fort Pierre (South Dakota).

This market review has been prepared by Eric Hovee (Principal) and Andrea Logue (Research Coordinator).



PARKING PLAN OUTLINE

Astoria

RIVERFRONT VISION PLAN

PARKING DISTRICT APPROACH

The following information outlines steps needed to create a parking management district for Astoria's urban core area or any other portion of the study area. Parking management districts are areas in which parking supply and rates are regulated to accommodate necessary parking, promote alternative modes of transportation, encourage attractive pedestrian-friendly urban design, preserve open space and improve air and water quality. Parking supply management strategies and pricing policies are designed to work together to enhance a community's economic development, attractiveness, convenience and quality of life.

Step 1: Define the Problem

Engage stakeholders in a process to define the problem and establish a set of parking management goals, objectives and evaluation criteria. Stakeholders should include elected officials, business owners and residents among others.

Step 2: Assess the Situation

Conduct a parking inventory. The inventory will identify the existing supply of parking in detail. It includes detailed counting and mapping of public, private, on-street and off-street parking spaces. This could be conducted in large part by community volunteers and staff with targeted assistance from consultants, if needed. There are a couple of guidebooks that could be used for this effort *Parking Management Made Easy: A guide to Taming the Downtown Parking Beast and Main Street and when a highway runs through it: A Handbook for Oregon Communities.*

Assess parking demand. An assessment of parking demand refers to the amount of parking that would be used at a particular time, place and price. Parking demand is affected by factors such as trip rates, mode split, duration and geographic location of land uses within the study area. There are usually daily, weekly and annual demand cycles. An adequate parking supply provides sufficient parking in a particular place at a particular time. The demand analysis should address both existing and future projected conditions based on development or redevelopment potential.

Analyze the results of the inventory and demand assessment. If the occupancy rate of all parking spaces is more than 85 percent, parking congestion is likely to occur. This should be done on a block-by-block basis as well.

Step 3: Review and Refine Parking Management Strategies

Management strategies can be refined to strengthen the system. Review and refine strategies to meet the local vision, goals and objectives identified in the first task. Strategies can be required through local zoning ordinances or voluntary measures implemented in partnership with developers on a project-by-project basis. Zoning ordinances should reflect local demand and circumstances,

including proximity to transit, surrounding land uses, demographics and prospective users. Parking management strategies are most effective when efforts to control supply are implemented concurrently with efforts to reduce demand. Consider a wide array of strategies, including:

Parking Supply Strategies

- Reducing or eliminating minimum parking requirements
- Establishing parking maximums and area-wide parking caps
- Requiring or encouraging shared parking
- Investing in transit or other alternative modes of transportation
- “Unbundling” parking requirements from specific sites or uses
- Implementing pricing strategies

Parking Demand Strategies

The following factors should be considered when developing parking management strategies:

- Policies may create unintended spillover problems.
- Consider the incremental costs and benefits of policies, including costs to consumers, businesses, neighbors and the environment.
- Evaluate policies in terms of overall transportation and land use objectives.
- Consider who pays for the strategy and who benefits.

Specific issues in the Riverfront area to consider also would include:

- Site-specific parking needs for different types of businesses or residential development
- Opportunities to establish one or more centralized parking areas within a parking District
- Management procedures to ensure adequate parking to meet both daily needs and special events
- Relative cost savings for land owners and other community benefits associated with reducing minimum parking requirements and/or unbundling parking and associated uses

Step 4: Educate the Public

Educate business owners and employees about the value of on-street retail-oriented parking to ensure that they are not using valuable parking spaces. Also educate community members about how the new requirements and policies are consistent with the objectives identified at the outset of the project as well as other community goals and policies.



LEASING ISSUES SUMMARY

Astoria RIVERFRONT VISION PLAN

ASTORIA RIVERFRONT LEASING ISSUES SUMMARY

Question: *What is the Astoria Quitclaim Act and where does it apply.*

Answer: The Astoria Quitclaim act is a law passed by the State Legislature in 1969 that allowed Clatsop County to transfer title to private property owners for certain areas within City limits of Astoria that were created (i.e., filled) before May 28 1963 and within the city limits on June 13, 1969. The act only applies to land that was filled by artificial means at this time and to improvements on such land. The act and ability to transfer title did not apply to wharves, docks, piers, marinas, bridges, quays or other structures protruding above the high water mark or to land that was submersible or submerged (under water) as of May 28, 1963.

Question: *Who owns the land under the water?*

Answer: Any land that was submerged or submersible (under water) on May 28, 1963 continues to be owned by the State of Oregon and managed by the Oregon Department of State Lands (DSL). Private property owners who have improvements (i.e. docks, structures) in these areas may own the improvements but do not own the land.

Question: *Who has the ability to use the land over the water?*

Answer: Anyone can apply for a lease to use land over the water out to the bulkhead line, pier line or channel. However when someone applies for a lease, DSL is required to offer the submerged taxlot holder, or a person/entity having the legislative right through the Astoria Quitclaim Act, the "first right of refusal" to lease the property for the same purpose. In some cases, there is a different "wharf right" associated with the parcel and the upland owner does not have first right of refusal. In either case, tax assessor data should specify the property owner with first right of refusal. If person/entity having the legislative right chooses not to apply for a lease, DSL must offer the opportunity to lease the land through a competitive bidding process.

Question: *How does DSL determine what can be done with land over the water?*

Answer: Use of over-water areas has to be compatible with local Comprehensive Plans and zoning ordinances. As part of any leasing process, DSL reviews the proposed use for compliance with local regulations. DSL also must consider Public Trust principles in reviewing leasing decision for submerged and submersible lands. These include the principle that the general public has a

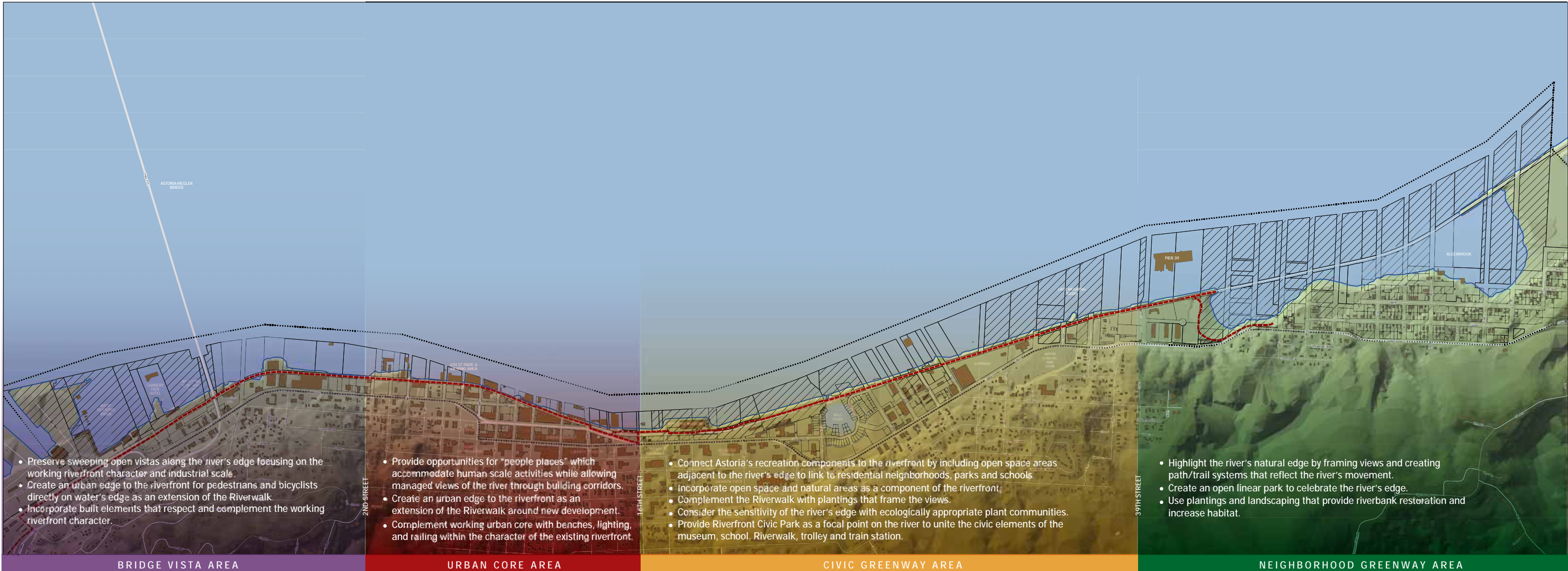
right to fully enjoy these resources for a wide variety of public uses including commerce, navigation, fishing, and recreation. If multiple leasing applications are submitted, DSL determines which application is preferable and may consider factors other than revenue since these are trust lands.

Question: *Do other community members have any say in how property is leased?*

Answer: In reviewing leases, DSL provides notice to public agencies and adjacent property owners within 200 feet and considers their comments along with other leasing criteria.

Question: *Are leases for an indefinite period of time?*

Answer: No. Leases are for a specified period of time and must be renewed consistent with local and statewide regulations, including compatibility with local land use requirements.



- Preserve sweeping open vistas along the river's edge focusing on the working riverfront character and industrial scale.
- Create an urban edge to the riverfront for pedestrians and bicyclists directly on water's edge as an extension of the Riverwalk.
- Incorporate built elements that respect and complement the working riverfront character.

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

- Connect Astoria's recreation components to the riverfront by including open space areas adjacent to the river's edge to link to residential neighborhoods, parks and schools.
- Incorporate open space and natural areas as a component of the riverfront.
- Complement the Riverwalk with plantings that frame the views.
- Consider the sensitivity of the river's edge with ecologically appropriate plant communities.
- Provide Riverfront Civic Park as a focal point on the river to unite the civic elements of the museum, school, Riverwalk, trolley and train station.

- Highlight the river's natural edge by framing views and creating path/trail systems that reflect the river's movement.
- Create an open linear park to celebrate the river's edge.
- Use plantings and landscaping that provide riverbank restoration and increase habitat.

BRIDGE VISTA AREA

URBAN CORE AREA

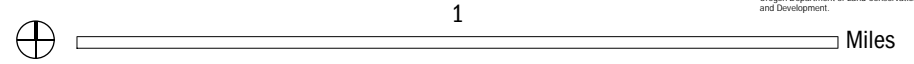
CIVIC GREENWAY AREA

NEIGHBORHOOD GREENWAY AREA



ASTORIA RIVERFRONT VISION PLAN
Natural Resource and Open Space Map

- riverfront study area
- shoreline
- existing building
- publicly-owned parcel
- River Trail



Source: Clatsop County, City of Astoria
Funding provided in part by the
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and Development.