A. INTRODUCTION/OVERVIEW

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

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

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

- Continue to support water-dependent uses within this area, but allow for a mix of commercial and residential uses that support but don’t compete with the Downtown core.
- If development is to occur, promote new uses that are consistent with Astoria’s “working waterfront.”
- Encourage design of new or rehabilitated buildings that respect Astoria’s character.
- Encourage new development along the Columbia River to improve and celebrate the River Trail and provide visual and periodic physical access to the water.

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1 This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.
• Improve physical connections to adjacent neighborhoods.
• Use setbacks, stepbacks and other measures to ensure an open feel and continued visual access to the river.
• Work with property owners, including those with existing leases to maximize open areas over the water.
• Change zoning of area west of 2nd Street from Tourist Commercial to other commercial zone.
• Expand (Uniontown) design overlay for the historic district to accentuate the historic area (north of US 30) and create a more prominent gateway for the urban core.

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

This memorandum presents the first draft of the Set C (referred to as Amendments #1C) package of recommended policy and code amendments for the Bridge Vista area, the third of three sets of amendments described in the Draft Bridge Vista Area Amendments #1A Memorandum, dated October 27, 2014. The amendments in this memorandum are organized as follows:

• Design Guidelines and Standards
  • Use façade improvement guidelines that the City has drafted to be used for grants in the plan area as a base for potential design guidelines and standards in the area
  • Also draw on the design guidelines adopted for the Gateway Overlay Zone.
  • Structure proposed design guidelines and standards similar to the structure for the residential design guidelines and standards developed for the Civic Greenway area.

• Setbacks
  • Establish minimum and maximum setbacks from public rights-of-way in the Bridge Vista area, with smaller maximum setbacks for yards fronting West Marine Drive.

• Landscaping
  • Use standards for the land side landscaping from the Civic Greenway Overlay Zone as a basis, with minor modifications
  • Use revised landscaping provisions from the Civic Greenway area that better reflect conditions and objectives for landscaping in the Bridge Vista area

• Off-Street Parking
  • Consider reducing off-street parking standards, particularly in the pedestrian-oriented zone

As noted in the outline above, the Draft Astor-West Urban Renewal District Design Guidelines (November 2013), Gateway Overlay Zone, and Civic Greenway Overlay Zone were primary resources in preparing the proposed design guideline and standard concepts and development standard recommendations presented in this memorandum. Consultation with the Project Management Team (PMT)/Project Advisory Team (PAT) at a meeting held on November 25, 2014 was also key in forming these preliminary concepts and recommendations. Other communities’ development codes and State model development code served as secondary resources.

In the first section of this memorandum, the project team has prepared lists of potential design guidelines and standards concepts by design element that the team is seeking focused Planning
Commission review of and comment on. The other sections of the memorandum address development standards, in which the project team has made recommendations about proposed standards and options. Once the Planning Commission and other community members review and comment on these recommendations, they will be revised as needed and presented as adoption-ready code language. The code language can be readily prepared as most of the recommendations in this memorandum refer to and rely on existing code language, with a few exceptions.
Figure 1: Bridge Vista Area

BRIDGE VISTA
Land Use and Development Objectives

- Continue to support walk-friendly uses within this area, but allow for a mix of commercial and residential uses that support but don't compete with the downtown core.
- If development is to occur, promote mixed-use that are consistent with Astoria's "working waterfront.
- Encourage design of new or rehabilitated buildings that support Astoria's "working waterfront.
- Improve physical connections to adjacent neighborhoods.

ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
OCTOBER 2005

BRIDGE VISTA
Figure 2: Zoning in the Bridge Vista Area
B. DESIGN GUIDELINES AND STANDARDS

The City of Astoria Development Commission approved a Storefront and Façade Grant and Loan Program for businesses in the Astor-West Urban Renewal District in 2013. The purpose is to improve the appearance and attractiveness of the exterior facades of properties in the Astor-West Urban Renewal District for the purposes of revitalizing the area, increasing its visual appeal, and creating a healthy climate for small business. The Urban Renewal District is located in western Astoria, extending generally from Columbia Avenue to Smith Point and including property with frontage on West Marine Drive as well as land and aquatic areas north of West Marine Drive, overlapping with the Bridge Vista area to the West Mooring Basin and north of West Marine Drive.

Figure 3: Astor-West Urban Renewal District

Historically, the district has been a primarily working waterfront and design guidelines developed for the grant and loan program were intended to reflect the industrial working waterfront atmosphere. They address historic design and development, building characteristics, lighting, signage, and pedestrian orientation and circulation, with a focus on commercial uses in the district. The City developed the guidelines largely drawing from design guidelines it had prepared and applied in the Gateway Overlay Zone.

Since the program is aimed at renovation of existing buildings, the design guidelines do not address new development. However, the guidelines state that new construction should respect the unique qualities of the existing historic and working waterfront buildings in the area.

The following subsections present proposed guidelines and standards concepts related to the design elements below.
• Building style/form
• Roof forms and materials
• Doors
• Windows
• Siding and wall treatment
• Awnings
• Lighting
• Signs

The general source of each proposed guideline or standard concept is indicated in parentheses following the concept. Sample images are provided for some of the concepts; more images can be provided as requested or needed in a subsequent revised draft of the proposed guidelines. In some cases, questions for the City and/or Planning Commission are included in the list of proposed guidelines and standards concepts in call-out boxes. For some of the design elements, there is a question of whether to discourage (guideline) or prohibit (standard) specified design element types or treatments. Similarly in some cases, desirable treatments could be encouraged or required (should versus shall).

1. Applicability

Design guidelines and standards that are developed from discussion of the following sections are intended to apply to new development and redevelopment in the Bridge Vista area. Redevelopment or “major renovation” can be defined in the Bridge Vista area in a combination of ways as it is in other sections of existing Astoria code:

• Gateway Overlay Zone and Civic Greenway Overlay Zone – Construction valued at 25% or more of the assessed value of the existing structure.
• Landscaping Requirements/Plan – Remodeling with a value of at least 33% of the assessed value of the structure, or in the event of a change of use or installation of new parking areas.

2. Building Style/Form

The building style and form guidelines for the Urban Renewal District are primarily only applicable to building remodeling or renovation. Therefore, the building style and form guidelines concepts below also draw from the Gateway Overlay Zone guidelines, which provide more guidance for new construction.

• Buildings should retain significant original characteristics of scale, massing, and building material along street facades. (Astor-West Urban Renewal District guidelines)
• Additions to buildings should not deform or adversely affect the composition of the facade or be out of scale with the building. (Astor-West Urban Renewal District guidelines)
- Distinctive stylistic features or examples of skilled craftsmanship should be treated with sensitivity. All buildings should be respected and recognized as products of their time. (Astor-West Urban Renewal District guidelines and Historic Properties Ordinance standards)

- Mid-century “slip covers” should be removed when possible. (Astor-West Urban Renewal District guidelines)

- Solid waste disposal, outdoor storage, and utility and mechanical equipment should be enclosed and screened from view (Figure 4). Rooftop equipment should be screened from view by a parapet wall, a screen made of a primary exterior finish building material used elsewhere on the building, or by a setback such that it is not visible from adjacent properties and rights-of-way up to approximately 100 feet away. (Astor-West Urban Renewal District guidelines; PMT/PAT consultation; City of St. Helens Development code)

Figure 4: Screening Waste Disposal, Outdoor Storage, and Utility and Mechanical Equipment

- Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 5). (Gateway Overlay Zone design guidelines)

Figure 5: Geometric Building Forms [To be updated with photos from the Uniontown area]

- Incompatible additions or building alterations using contemporary materials, forms, or colors on building facades are discouraged. (Astor-West Urban Renewal District guidelines)
• Projecting wall-mounted mechanical units are prohibited or discouraged where they are visible from a public right-of-way. (Astor-West Urban Renewal District guidelines) Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way.

3. **Roof Forms and Materials**

The Urban Renewal District design guidelines address general building style and form, but not roof forms and materials in particular. Therefore, the concepts for roof form and materials guidelines below draw from the Gateway Overlay Zone guidelines, which provide guidance according to building type.

• The following roof forms are encouraged for industrial buildings (Gateway Overlay Zone design guidelines):
  
  o Single gable with low pitch
  o Repetitive gable with steep pitch (Figure 6 and Figure 7)
  o Shallow eaves (Figure 7)
  o Small shed roof dormers
  o Monitor roof on ridge line (Figure 7)
  o Flat panel skylights or roof window

![Figure 6: Roof Pitches](image)

![Figure 7: Industrial Building, Multiple Gables, Monitor Roof, and Shallow Eaves](image)
• The following roof forms are encouraged for commercial buildings (Gateway Overlay Zone design guidelines):
  o Single gable with low pitch
  o Repetitive gable with steep pitch
  o Shallow eaves behind parapet wall
  o Flat or gable roof behind parapet wall (Figure 8)
  o Structural skylights

Figure 8: Commercial Building, Flat Roof Behind Parapet Wall

• The following roof forms are discouraged or prohibited: false mansard or other applied forms; and dome skylights. (Gateway Overlay Zone design guidelines)

• The following roofing materials are encouraged for all types of buildings (Gateway Overlay Zone design guidelines):
  o Cedar shingle
  o Composition roofing
  o Roofing material in gray, brown, black, deep red, or other subdued color

Figure 9: Encouraged Roofing Materials
• The following roofing materials are encouraged for industrial buildings (Gateway Overlay Zone design guidelines):
  o Galvanized corrugated metal
  o Low profile standing seam, metal roof (Figure 10)
  o Roll down

• Built-up roofing materials are encouraged for commercial buildings. (Gateway Overlay Zone design guidelines)

Figure 10: Low (3/8” x 1”) and High (1/4” x 1-1/4”) Roof Seams

• The following roofing materials are discouraged or prohibited for all types of buildings: high profile standing seam metal roof (Figure 10); and brightly colored roofing material. (Gateway Overlay Zone design guidelines)

4. Doors

The PMT/PAT advised that the Urban Renewal District guidelines serve as the basis for the door design guidelines in the Bridge Vista area. Door design guidelines concepts are presented below.

• Doors should remain recessed when feasible (Figures 11 and 12). (Astor-West Urban Renewal District guidelines)

• Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged (Figure 11). (Astor-West Urban Renewal District guidelines)

Figure 11: Roll-Up Doors and Recessed Doors

Examples of doors recommended: roll up doors to create open space into the buildings, recessed door
• Doors with a minimum of 50% of the door area that is glass are encouraged. (Astor-West Urban Renewal District guidelines)

• Building lighting should emphasize entrances. (Astor-West Urban Renewal District guidelines)

• Transom, side-lites, or other door/window combinations are encouraged (Figure 12). (Astor-West Urban Renewal District guidelines)

• Doors combined with special architectural detailing are encouraged. (Astor-West Urban Renewal District guidelines)

• Double or multiple door entries are encouraged (Figure 12). (Astor-West Urban Renewal District guidelines)

• Well-detailed or ornate door hardware is encouraged (Figure 12). Contemporary hardware should be compatible with the design of the door. (Astor-West Urban Renewal District guidelines)

Figure 12: Recessed Doors, Contemporary Door Hardware, Single/Double Doors, Side Lites, and Transom Windows

- The following types of doors and door treatments are discouraged or prohibited: solid metal or wood doors with small or no windows; automatic sliding doors; primary entry doors raised more than three feet above sidewalk level; doors flush with building façade; clear anodized aluminum frames; and reflective, opaque, or tinted glazing. (Astor-West Urban Renewal District guidelines)

5. Windows

The Urban Renewal District guidelines discourage blank walls, and the PMT/PAT advised that the guideline be expanded to differentiate between commercial and industrial buildings and between ground floors and upper floors, as well as to establish a standard for the pedestrian-oriented zone of the Bridge Vista area, where window coverage is an important part of pedestrian orientation. Otherwise, the team advised that the Urban Renewal District guidelines be used as a starting point for window design in the Bridge Vista area. The team seeks more extensive Planning Commission review and comment on this set of design guidelines and standards concepts.

- All building facades visible from a public right-of-way shall have windows or other openings in the facade. (Astor-West Urban Renewal District guidelines; PMT/PAT consultation)
In the pedestrian-oriented district, at least 50% of the ground-floor street-facing facades of non-industrial uses shall include windows and at least 30% of the upper-floor street-facing façades should include windows. (PMT/PAT consultation; Model Development Code for Small Cities)

All building facades of industrial buildings in the Bridge Vista area that are visible from a public right-of-way shall have windows, but industrial buildings are not subject to minimum window area requirements. (PMT/PAT consultation) Industrial and commercial buildings will be defined in the next draft of these standards and guidelines.

Clear story and transom windows are encouraged for the upper story facades of industrial buildings. (PMT/PAT consultation)

Blank walls on any facades visible from the street for any type of use are prohibited.

**Question for the Planning Commission:** Do you want to set minimum but lower glazing standards for commercial buildings outside of the pedestrian-oriented zone in the Bridge Vista area?

- Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities. (Astor-West Urban Renewal District guidelines)
- Windows that open by pivoting, casement, single hung, or other shuttering are encouraged. (Astor-West Urban Renewal District guidelines)
- Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 13). (Astor-West Urban Renewal District guidelines)
- Clear glass is encouraged. (Astor-West Urban Renewal District guidelines)
- True divided lites are encouraged or required (Figure 13). (Astor-West Urban Renewal District guidelines). Simulated divided lites shall have exterior muntins to create exterior shadow lines.
- Boldly articulated window and storefront trim are encouraged. (Astor-West Urban Renewal District guidelines)

**Figure 13: Transom Windows, Panels Below Windows, True Divided Lites**

Examples of windows recommended: transom windows, storefront windows, recessed entry, panels below windows, original dimensions retained, true divided lites.

- The following types of windows or window treatments are discouraged or prohibited: residential-styled window bays on commercial buildings; half-round windows; tinted and/or reflective glass.
simulated divided lites; sliding windows; vinyl windows; and blocked out windows. (Astor-West Urban Renewal District guidelines)

6. **Siding and Wall Treatment**

The PMT/PAT advised that the Urban Renewal District guidelines serve as the general basis for the proposed design guidelines concepts below.

- Variations in wall cladding materials and patterns consistent with historic patterns are encouraged (Figure 14). (Astor-West Urban Renewal District guidelines)
- Natural or subdued building colors are encouraged (Figure 14). (Astor-West Urban Renewal District guidelines)
- Bright colors may be used for accent trim in limited amounts. (Astor-West Urban Renewal District guidelines)
- Durable materials such as brick, stucco, granite, pre-cast concrete, board and batten, or horizontal wood siding should be used (Figure 14). (Astor-West Urban Renewal District guidelines) These materials include galvanized corrugated metal for industrial buildings. (Gateway Overlay Zone design guidelines; PMT/PAT consultation)

**Figure 14: Siding Variety and Compatible Materials and Colors**

- Architectural wall features such as belt courses, pilasters, and medallions are encouraged. (Astor-West Urban Renewal District guidelines)
- The following types of siding and wall materials and wall treatments are discouraged or prohibited: cladding materials such as corrugated metal panels or spandrel glass; panels that are poorly detailed or do not have detailing; neon or other fluorescent colors; bright or primary wall colors for the entire wall surface; flagstone, simulated river rock, or other similar veneer cladding; painted brick; or non-durable materials such as synthetic stucco or shingles at the ground floor. (Astor-West Urban Renewal District guidelines)

**Question for the Planning Commission:** Do you want to further differentiate siding/wall treatment design guidelines for commercial buildings and industrial buildings?
7. **Awnings**

While awnings can provide weather protection, the PAT/PMT advised that awnings should not be required in the Bridge Vista area and should be limited to protect views of the river in the area. The proposed guidelines and standards concepts below reflect that direction, as well as direction to limit or prohibit types of awnings that are inconsistent with the historic style of the area.

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

8. **Lighting**

The PMT/PAT advised that some measure of lighting guidance be provided in the Bridge Vista area. The proposed guidelines and standards concepts below are generally based on other lighting provisions developed by the City, with a focus on (a) minimizing the amount of light projecting upward, which is of particular concern for the night sky, or that glares into other properties and/or traffic; and (b) discouraging lighting types that are not consistent with the historic style of the area.

- Outdoor lighting shall be designed and placed so as not to cast glare into adjacent properties. Light fixtures should be designed to direct light downward and minimize the amount of light directed upward, including lighting from wall-washing fixtures. The Community Development Director may require the shielding or removal of such lighting where it is determined that the lighting is adversely affecting adjacent properties or directing significant light into the night sky. (Civic Greenway Overlay Zone)
- Wall-washing lighting fixtures. Fixtures should be concealed and integrated into the design of buildings or landscape walls and stairways (Figure 15). (Astor-West Urban Renewal District guidelines)

![Figure 15: Downward and Diffused Lighting, Wall-Washing Lighting](image)

*Examples of downcast, diffused, bollard lighting, wall washing, wall sconces.*
• The following lighting types or treatments are discouraged or prohibited: neon silhouette accent lighting; fluorescent tube lighting; security spotlight; signs lit by lights containing exposed electrical conduit, junction boxes; or other electrical infrastructure; up lighting or light that shines into other properties or traffic.

9. Signs

The City’s existing sign provisions should be sufficient to regulate signs in the Bridge Vista area. However, the PMT/PAT advised that some signs be considered for restriction at least in the pedestrian-oriented zone in the Bridge Vista area.

• Prohibit monument signs and freestanding pole-mounted signs in the pedestrian-oriented zone (Figure 16). (Gateway Overlay Zone design guidelines; PMT/PAT consultation)

Figure 16: Monument Signs and Freestanding Pole-Mounted Signs

| 838 Capital Region Periodontics and Dental Implants  
<table>
<thead>
<tr>
<th>Dr. Reed Ference</th>
</tr>
</thead>
</table>

| Taco Bell Drive Thru |

Question for the Planning Commission: Should monument signs be prohibited in the pedestrian-oriented zone in the Bridge Vista Area if doing so would make some existing signs non-conforming (e.g., the monument signs of two motels)?

C. SETBACKS

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

1. Minimum Setbacks

Minimum setback requirements in the Bridge Vista area were proposed in the Amendments #1a Memorandum (dated October 27, 2014), which focused on protecting views of the river. These included minimum setbacks along north-south rights-of-way between Marine Drive and the Columbia River that allow for a 70-foot view corridor, as well as 10-foot setbacks on the south side of the River Trail and 20-foot setbacks on the north side of the River Trail. Minimum setback requirements that minimize setback and strengthen the area’s pedestrian orientation should be considered for other rights-of-way in the Bridge Vista area, particularly West Marine Drive.
2. Maximum Setbacks

Maximum setbacks can also be established to reinforce historic character and pedestrian orientation in the Bridge Vista area. Smaller maximum setbacks can be instituted along West Marine Drive in order to more strongly focus on pedestrian orientation in that corridor of the Bridge Vista area. Provisions can also be made for extending the maximum setbacks if pedestrian-oriented amenities are provided in that space.

Recommendations:

- Minimum setbacks – The minimum setback for yards fronting West Marine Drive and other public rights-of-way parallel to West Marine Drive in the Bridge Vista area, with the exception of the River Trail, shall be zero (0) feet.
- Maximum setback for the Bridge Vista area – The maximum setback for yards fronting a public right-of-way in the Bridge Vista area, except for West Marine Drive, shall be 10 feet.
- Maximum setback for West Marine Drive – The maximum setback for yards fronting West Marine Drive in the Bridge Vista area shall be five (5) feet.
- Extending the maximum setback – The maximum setback for yards fronting a public right-of-way in the Bridge Vista area may be extended to 20 feet for up to 50% of the building façade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented or public gathering space.

D. LANDSCAPING

A set of landscaping standards was developed for the river side of the River Trail, the land side of the River Trail, and for street trees in the Civic Greenway area. Those standards are reviewed below in order to gather feedback on whether they should be applied in the Bridge Vista area.

1. River Side/Riparian Standards

Standards developed landscaping on the river side of the River Trail in the Civic Greenway area were focused on promoting native and riparian-appropriate planting as well as protecting visual access to the river. The following height and spacing standards were adopted particularly to protect views of the river.

- Maximum shrub height is 30 inches.
- Trees shall not exceed 35 feet in height at maturity
- Maximum width of clusters of trees is 50 feet.
- Clusters of trees shall have a minimum of 50 feet clear between branches at maturity.
- Trees are not permitted to be planted on the river side of the River Trail within the extended public right-of-way or view corridor extending from it for a distance of 70' centered on the right-of-way centerline.
- Maximum height of fences is three (3) feet.
Figure 17: River Side/Riparian Landscaping Diagram

In the Civic Greenway Overlay Zone, landscaping on the river side of the River Trail must consist of native plants that are either part of a list of trees, shrubs, and grasses provided in a section of the overlay zone or are determined to be native plants according to documents cited or recommended by City staff. There are also provisions for the Community Development Director, or designee, to approve plants that are not native under certain conditions.

Recommendations:

- Most of the standards from the Civic Greenway area (described above) should be applicable to the Bridge Vista area.
- Tree clusters should be discouraged.
- Hardscaping (courtyards, plazas, etc.) is encouraged and may substitute for or make up a significant percentage of landscaped areas.
- Permeable paving and other stormwater management techniques are encouraged in the design of courtyards and plazas.

2. Land Side/Upland Standards

Objectives for landscaping differed in some ways for the land side of the River Trail in the Civic Greenway area. Denser landscaping was envisioned for this side of the River Trail, so maximum spacing standards and groundcover requirements were developed. At the same time, preserving views was still important, so a maximum height standard was included. The following standards were adopted:

- Maximum spacing of trees is 20 feet on center.
- Maximum spacing of shrubs is five (5) feet on center.
- Ground cover landscaping is required in between shrubs and trees.
- Trees shall not exceed 35 feet in height at maturity.
Other landscaping issues addressed in the Civic Greenway Overlay Zone include parking area landscaping and landscaping credits for non-vegetation features. Existing parking area landscaping standards—that apply between parking areas, streets, and sidewalks—were simply extended to apply between parking areas and the River Trail as well. However, those standards do not address the height or width of this buffer landscaping.

Landscaping credit provisions allow the Community Development Director to approve landscaping credits of 10-25% for non-vegetative features including amenities for the River Trail (e.g., bench, bike rack, drinking fountain, lighting, etc.).

Recommendations:

- Apply the same landscaping provisions developed for the Civic Greenway area with additional standards or guidelines (such as those below).
- Landscaping should minimize pedestrian exposure to parking lots, including visual and physical separation such as a 36” to 42” hedge or an ornate fence.
- Parking area landscaping requirements should specify maximum tree heights and widths (e.g., 15 feet height and width at maturity).

**Question for the Planning Commission:** Are there other land side/upland landscaping standards or guidelines that should be considered?

3. **Street Trees**

Similar to the objectives for landscaping on either side of the River Trail, street tree standards were adopted in the Civic Greenway area to help protect visual access to the river. As such, the standards included the following maximum height, width, and associated provisions:
• Maximum height for street trees along north-south streets between Marine Drive and the Columbia River is 45 feet.
• Street trees along north-south streets between Marine Drive and the Columbia River shall have narrow profiles and/or be pruned to a maximum width of 15 feet.
• Street trees along north-south streets between Marine Drive and the Columbia River shall be one of the columnar species listed in the code, unless otherwise approved by the Community Development Director.

**Recommendation:** Apply the same street tree standards in the Bridge Vista area.

**E. OFF-STREET PARKING**

Reduced off-street parking requirements are recommended in the pedestrian-oriented portion of the Bridge Vista area to promote pedestrian activity, reduce the impact of automobile traffic on pedestrians, more easily allow for expansion of existing uses, and to recognize that application of existing standards would result in a significant portion of a given lot being covered by parking areas.

**Recommendations:**

- Reduce existing off-street parking requirements for all new uses in the Bridge Vista area by approximately 50%.
- Waive or further reduce off-street parking requirements for uses smaller than 5,000 square feet in floor area or for existing buildings that cover the entire site.

**Question for the Planning Commission:** Should expansions of existing uses of 40% or less be exempted from off-street parking requirements?
November 25, 2014

Astoria Planning Commission

RE: Bridge Vista

Circumstances prevented me from attending last night’s meeting and therefore I would like this letter entered into the public record as it relates to the Bridge Vista discussions.

As a lifelong member of the community I’ve very much appreciated and enjoyed the easterly views of the river and downtown area that we were afforded from our vantage point high on the hill. However from a distance the river was the river and always more abstract: like an ever changing painting.

My perception has changed due to a recent move to Columbia House. The river has gone from something abstract to something very intimate. Its character changes when you’re very close to it, and it’s the closeness and intimacy that the river walk affords that I feel needs to be maintained at all cost. We really have very few open sweeping vistas along the length of the river walk where you can view not only the bridge but the river itself and experience just how large a body of water it is, and how much river traffic passes through our area. Except for a few key areas along the river walk there are few places that are unencumbered by buildings that allow both pedestrians and vehicles to see larger segments of the rivers geography, and these need to be maintained in each of the four vision plan areas. The primary area in the Bridge Vista section runs from 2nd street to Astoria Warehousing. We have a west view and therefore have the opportunity to watch what happens in this area, and I’ve been astounded by the number of people who use the river walk, and even more so by the number who linger on the trestle to watch the river, the birds, the seals, and to point and discuss the various rocks, pilings, boiler, etc. that can be found in this section. It’s my understanding that there may be a petition to have this area declared an historical site, and if that does occur I would implore you to vote yes as this particular area is treasure trove for visitors to the area due to the artifacts that can be seen when the tide is low, and because of its topography also serves as a small estuary of sorts which is unique to this section.

As it pertains to zoning I fully support maintenance of a working waterfront, and water dependent industry, but question how one could interpret a hotel as a water dependent industry, or include such structures in the term working waterfront. To me that means businesses that need water access to function: fish processing, boat repair, marina, etc., all of which have and have had a historical presence here, and it’s quite a stretch to include lodging in that definition. I would caution you to be very prudent in your zoning decisions and not allow those decisions to impact what few sweeping views remain.

As you debate this issue I would encourage each of you to both walk the Bridge View section of the river walk and also drive it in order to get a good first hand perception of what is and what isn’t, and to keep in mind that the majority of our historical industries continue to shrink, and that tourism is now an important industry and one that is significant to our local economy. As you take your walk try to view this area as a tourist might: both on foot or on the trolley. What you can see is what adds to Astoria’s charm and character, and it is these two factors that have helped propel its tourism. Polluting our view with more structures on the river side will do nothing to enhance the beauty and character, but only detract.

Cordially yours,

[Signature]

Russ Farmer
1 3rd Street, #501
Astoria, OR 97103