

BRIDGE VISTA

The Bridge Vista area, adjacent to the Port of Astoria, 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 waterfront" character. The area also is adjacent to the Uniontown Neighborhood. Safe connections to the neighborhood and consistency with the character of the Uniontown-Alameda Historic District are encouraged. The area's most striking feature is the Astoria-Megler Bridge which spans the Columbia River connecting Astoria to Washington State. This area also contains a number of amenities, such as Maritime Memorial Park. The vision for this area includes sweeping open vistas along the waters' edge focusing on the industrial scale of development. Public improvements are intended to extend the trail network, provide access to Port of Astoria activities and facilitate safe interactions between industrial traffic and cars, bikes and pedestrians.



Small parks and plazas are encouraged (Maritime Memorial Park)



The Bridge Vista area is characterized by expansive views of the Astoria Megler Bridge

Natural Features

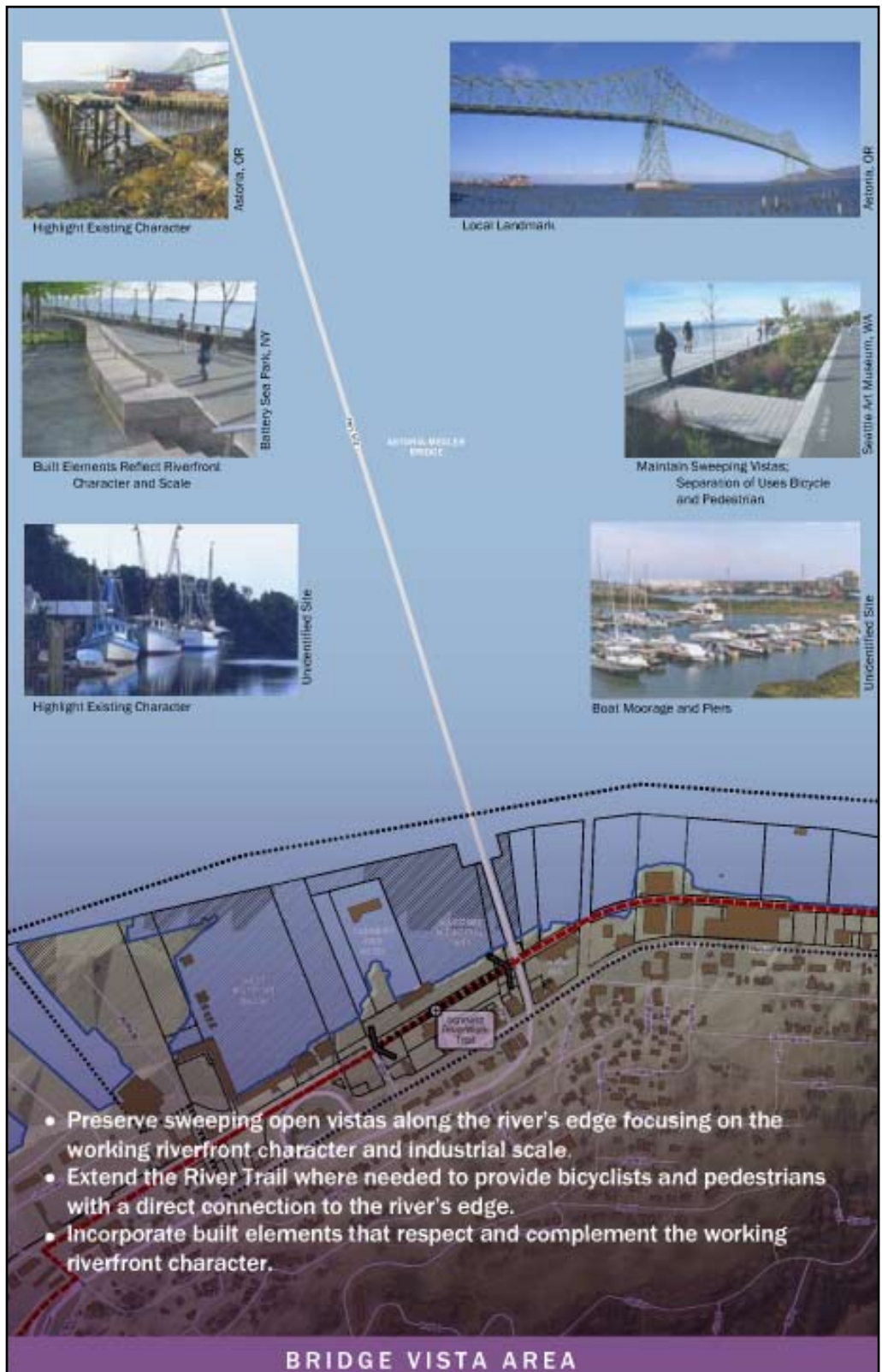
A variety of small public parks and plazas that celebrate Astoria's historic maritime character are encouraged throughout the Bridge Vista area. Hardscapes (e.g., wood, brick or stone) are encouraged as is vegetation where possible. It is important that the River Trail maintain its natural, rustic look to compliment the "working waterfront." Broad views along the river are valued and should be maximized. Public art may be considered, but each area of the River Trail should be treated differently.

- ◆ Preserve sweeping open vistas along the river's edge focusing on the working riverfront character and industrial scale.
- ◆ Extend the River Trail where needed to provide bicyclists and pedestrians with a direct connection to the river's edge.
- ◆ Incorporate built elements that respect and complement the working riverfront character.



Extension of River Trail from the Bridge Vista area to the east end of the Young's Bay Bridge

Bridge Vista Natural Features Map



- Preserve sweeping open vistas along the river's edge focusing on the working riverfront character and industrial scale.
- Extend the River Trail where needed to provide bicyclists and pedestrians with a direct connection to the river's edge.
- Incorporate built elements that respect and complement the working riverfront character.

Land Use and Urban Design

Land use in the Bridge Vista area is characterized by the working riverfront. It includes mainly industrial and water-dependent uses that complement the adjacent Port of Astoria. The number of parcels where future overwater development could occur is somewhat limited by existing development or upland uses. This area is an appropriate location for new overwater development, should it occur. However, specific areas should remain open to preserve broad views of the river.

Various approaches should be used to maintain access to the river, including setbacks from the River Trail and public rights-of-way and setbacks above a certain building height or number of stories (from



Sweeping views of the river



Buildings should be set back from the River Trail

- ◆ 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.
- ◆ Improve physical connections to adjacent neighborhoods.
- ◆ Use setbacks, setbacks 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.

the northern face of buildings facing the River Trail or rights-of way perpendicular to the river). These techniques will maintain a sense of openness, and preserve sunlight and views. Trading building height for width (mass) may be desirable in some instances, but a maximum height should be established and enforced. That maximum height likely would be on the order of one story above the base height. Public spaces and access to the river as part of private developments also should be encouraged through creative incentives, such as the transfer of development rights. The Bridge Vista area is adjacent to the Uniontown Neighborhood and design should be consistent with the character of the Uniontown-Alameda Historic District.



Maritime Memorial Park

RIVER TRAIL DEVELOPMENT SETBACKS



NEW OVERWATER DEVELOPMENT WITH HARDSCAPED SETBACK AND DEDICATED RIVER TRAIL SETBACK



NEW OVERWATER DEVELOPMENT WITH COVERED ARCADE AND TROLLEY BUFFER SETBACK



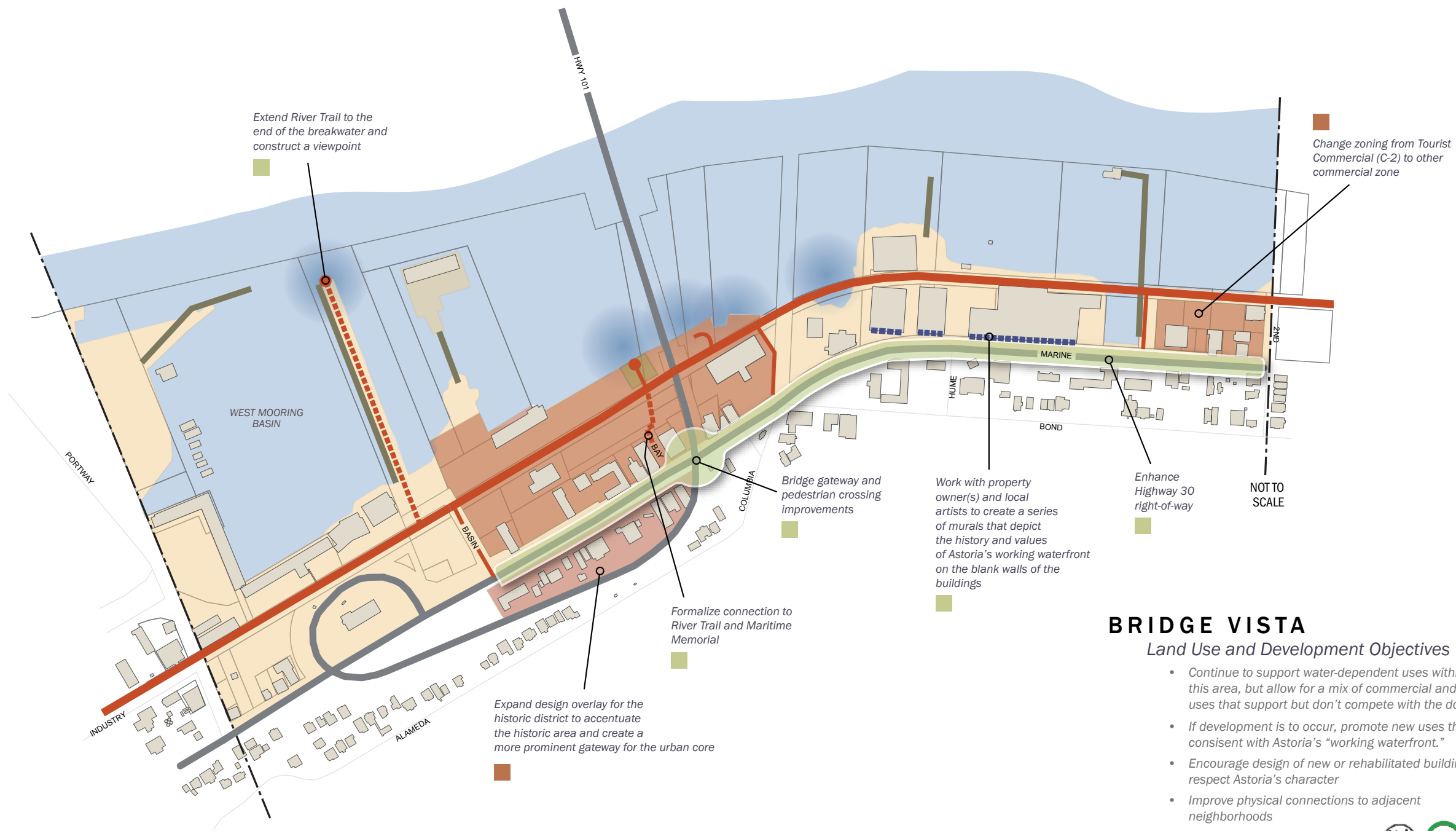
NEW ON-LAND DEVELOPMENT WITH SETBACKS FOR THE RIVER TRAIL AND A PUBLIC PLAZA



ASTORIA RIVERFRONT VISION PLAN
 LAND USE AND URBAN DESIGN IDEAS
 JUNE 2009

BRIDGE VISTA

Bridge Vista Land Use Map



BRIDGE VISTA
Land Use and Development Objectives

- 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
- Improve physical connections to adjacent neighborhoods

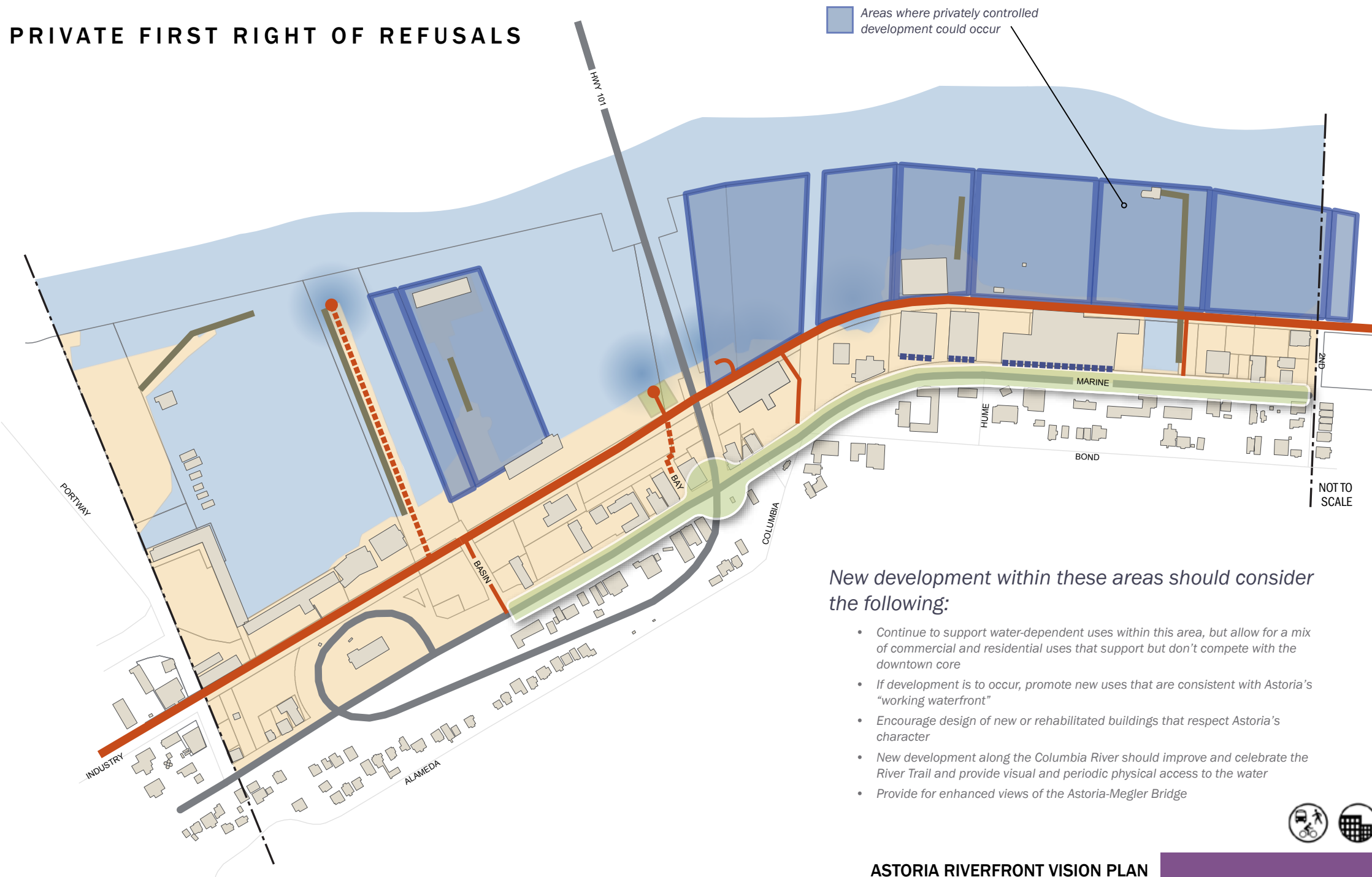


ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
OCTOBER 2008

BRIDGE VISTA

Bridge Vista Private First Right of Refusals Map

PRIVATE FIRST RIGHT OF REFUSALS



New development within these areas should consider 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
- New development along the Columbia River should improve and celebrate the River Trail and provide visual and periodic physical access to the water
- Provide for enhanced views of the Astoria-Megler Bridge



ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
JUNE 2009

BRIDGE VISTA

Transportation and Other Public Improvements

The following transportation and other public improvements are proposed for the Bridge Vista area:

- ◆ **Improved pedestrian crossing across West Marine Drive at Portway Street** to better connect the historic Uniontown-Alameda neighborhood with the riverfront. This connection also serves visitors from cruise ships walking to shops and restaurants along West Marine Drive.
- ◆ **Bicycle/pedestrian access under the Astoria-Megler bridge approach** to connect West Marine Drive with the River Trail. Some discussion has occurred around relocating the ODOT office at the foot of the Astoria-Megler Bridge, redeveloping the site as a visitor center or similar use. If this occurred, the access could be built to provide a direct access for bicyclists and pedestrians between a visitor center parking area and the riverfront. The access would be constructed through fill in the bridge approach.



The River Trail is an alternate to the Highway 101 bike route



Pedestrian crossings

- ◆ **Boardwalk along the south edge of the West Mooring Basin.** The West Mooring Basin is an attractive area to explore by foot. Should the Red Lion Hotel redevelop, a boardwalk could be added along the south edge of the mooring basin to accommodate walkers exploring the area either from the River Trail, nearby hotels, or nearby restaurants. The boardwalk would have a direct connection to the Cannery Pier Hotel driveway, and would continue along the south side of the mooring basin to an outlook at the river edge.
- ◆ **Improved bicycle and pedestrian facilities and streetscaping along West Marine Drive.** Though sidewalks and bicycle lanes exist through part of this area, they are not continuous. Continuity is important in encouraging people to walk or bicycle between Uniontown/Alameda and downtown. Opportunity for 6-foot bicycle lanes and 10-foot sidewalks throughout.

- ◆ **Improved bicycle/pedestrian access along Bay Street; extend connection to Maritime Memorial.** This would provide an additional connection with the River Trail.
- ◆ **Extend River Trail to New Young's Bay Bridge.** Add parking, restrooms and picnic area at Pier 3 for trail network users. Extend the trail to access the Smith Point Roundabout and Young's Bay Bridge.



Bike lanes along Highway 101 approaching the Smith Point roundabout

Bridge Vista Transportation Map



**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 to avoid inclement weather while allowing views of the river through building corridors and/or over public “rights-of-way” at street ends. Extension of piers along these public rights-of-way over the water as part of potential future redevelopment efforts or public projects will provide continued visual and physical access to the riverfront edge even if over-water development occurs. Creative design of sites and buildings, such as the use of setbacks and stepbacks, will continue to allow views of and to the Columbia River. Human scale elements such as benches, walkways, landscaping 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 should not compete with downtown development. New construction and rehabilitated older buildings should respect local character. Strong physical and visual connections, such as

safety and aesthetic improvements along 8th Street between Marine and Commercial, will draw pedestrians to and from downtown while reducing pedestrian/vehicle conflicts. A proposed parking district will address parking needs and issues on an area-wide basis.



6th Street viewing platform



Chinese Heritage Park

Natural Features

As in the Bridge Vista area, natural features in the Urban Core should include a variety of “people places,” such as small parks, plazas and courtyards. Vegetation is desired where possible in the form of planters or other landscaping along the River Trail or streets and within courtyards or plazas. View corridors should be maintained with overwater viewing platforms at the ends of public rights-of-way and/or on the river-side of new overwater development. Broader views along the river also should be maintained when possible through coordination with upland property owners and overwater leaseholders (see land use recommendations). Benches, lighting, railing and public art should be considered along the River Trail.

- ◆ 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 River Trail around new development.
- ◆ Complement working urban core with benches, lighting and railing within the character of the existing riverfront.



Public art

Urban Core Natural Features Map

Riverfront Access
Astoria, OR

Formal Urban Edge
Battery Sea Park, NY

Urban Riverfront Promenade
Kansas City, KS

Urban Riverfront Promenade
Battery Sea Park, NY

People Places at Human Scale
Unidentified Site

Special Street Treatment at Terminus of Street at Waterfront
Unidentified Site

2ND STREET
5TH STREET & 6TH STREET
allow for more urban character of development

- 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.

URBAN CORE AREA

Land Use and Urban Design

The Urban Core area is characterized by a more dense level of development and a mix of commercial, residential and water-dependent uses that support Astoria's downtown core. The amount of potential future additional overwater development in this area is somewhat limited by existing development and upland land uses. However, redevelopment could occur. Most of the overwater parcels in this area have structures already or an existing lease. Private property owners have the "first right of refusal" for future leases on remaining (unleased and undeveloped) overwater parcels.



Urban core uses support Astoria's downtown

- ◆ If development is to occur, promote the urban character of the area and allow for dense development.
- ◆ Allow for a mix of commercial, residential and water dependent uses that supports but does not 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.
- ◆ 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.

Direct access to the river should be maintained largely through the extension of piers along public "rights-of-way" over the water. At the same time, the City should work with private property owners to maintain or create additional open areas and views where possible.

Setbacks and setbacks should be used to create a sense of openness and preserve sunlight and views along the River Trail. These same techniques should be used along with view corridors through private developments to maintain public access to the river. Building height trade-offs may be desirable as long as a maximum height is enforced. As noted for the Bridge Vista area, height increases would be expected to be limited to one additional

story. A design review process and/or new design review standards should be used to ensure that new development respects Astoria's historic character. Standards should be flexible to allow for diversity in building design. Recent development and redevelopment such as the Red Building and Cannery Pier Hotel offer potential models for future building renovations or new construction.

RIVER TRAIL DEVELOPMENT SETBACKS



ON LAND MIXED-USE DEVELOPMENT WITH LANDSCAPED HARDSCAPE SETBACK



ON LAND MIXED-USE DEVELOPMENT WITH PUBLIC PLAZA SETBACK



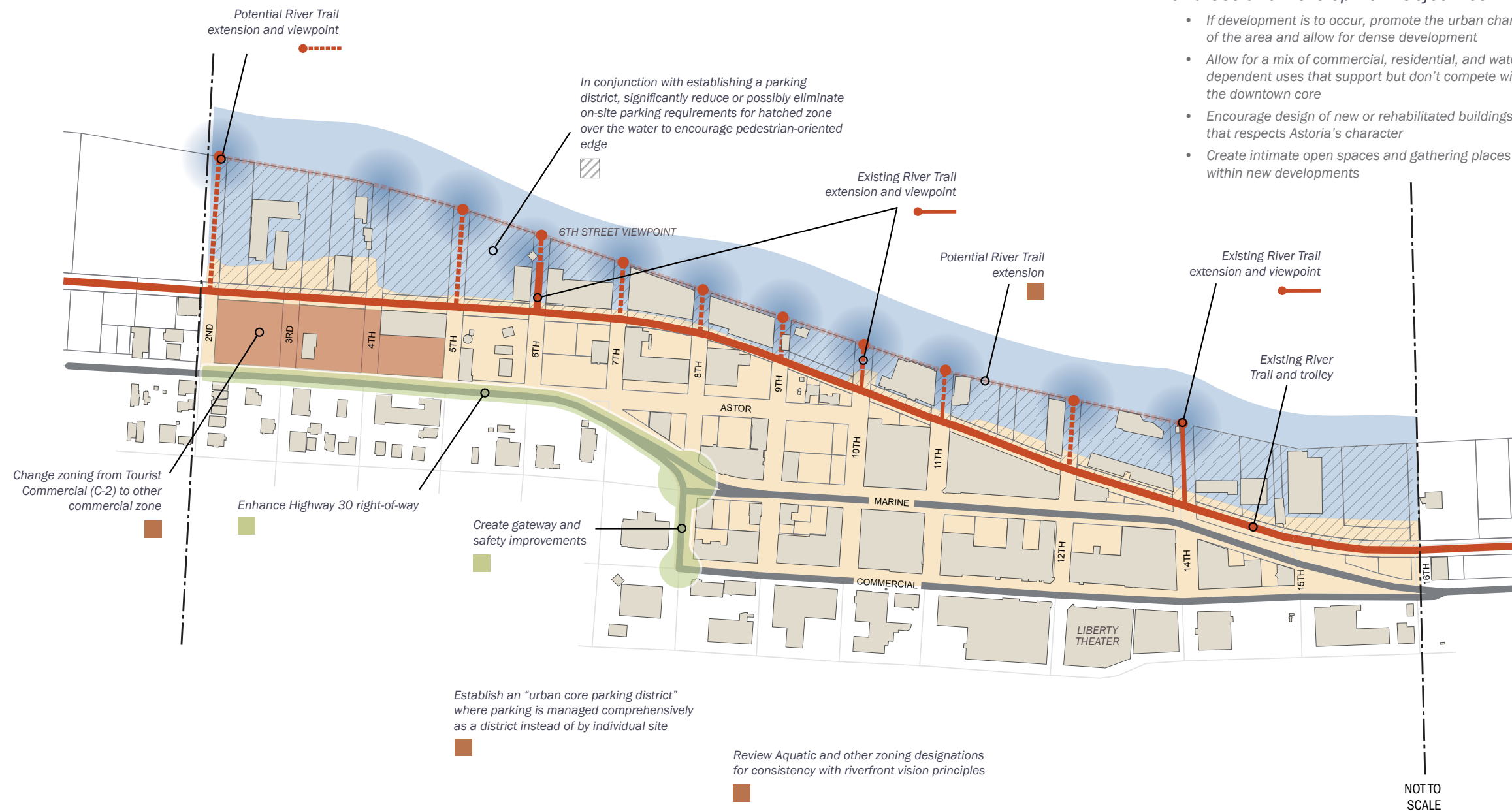
OVERWATER AND ON-LAND URBAN CORE RIVER TRAIL SETBACKS: PUBLIC PLAZA AND FORECOURT



ASTORIA RIVERFRONT VISION PLAN
 LAND USE AND URBAN DESIGN IDEAS
 JUNE 2009

URBAN CORE

Urban Core Land Use Map



URBAN CORE

Land Use and Development Objectives

- If development is to occur, promote the urban character of the area and allow for dense 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

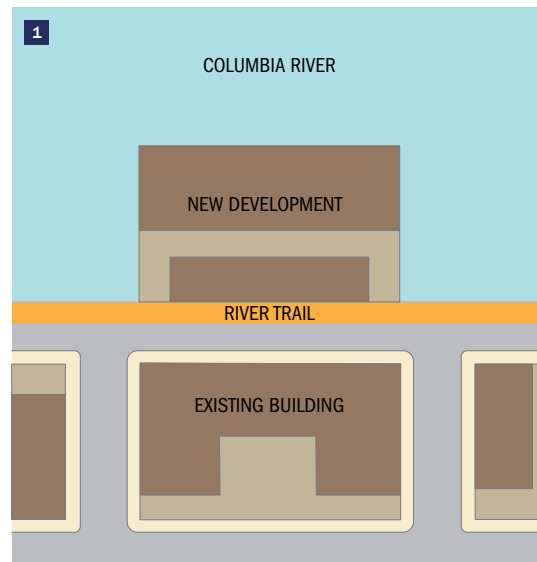
ASTORIA RIVERFRONT VISION PLAN
 LAND USE AND URBAN DESIGN IDEAS
 OCTOBER 2008

URBAN CORE

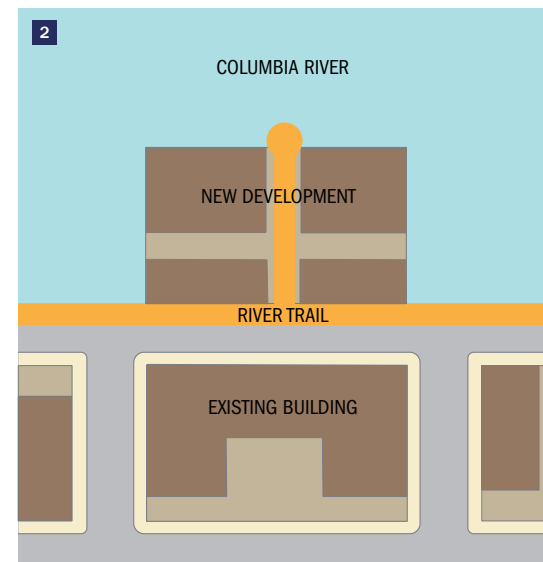


New Riverfront Development and Public Access to the River Map

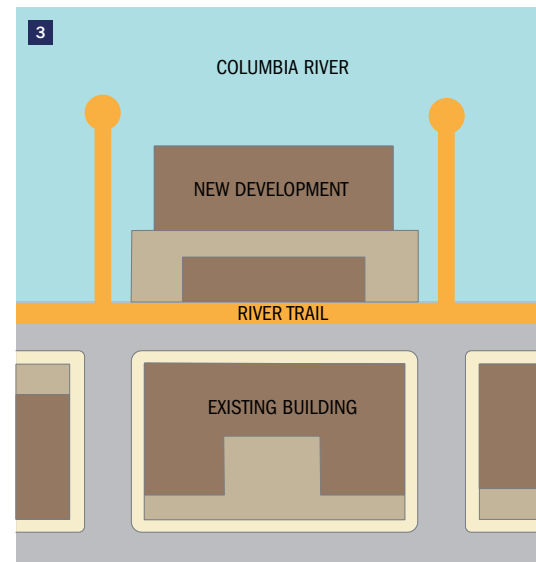
NEW RIVERFRONT DEVELOPMENT AND PUBLIC ACCESS TO THE RIVER



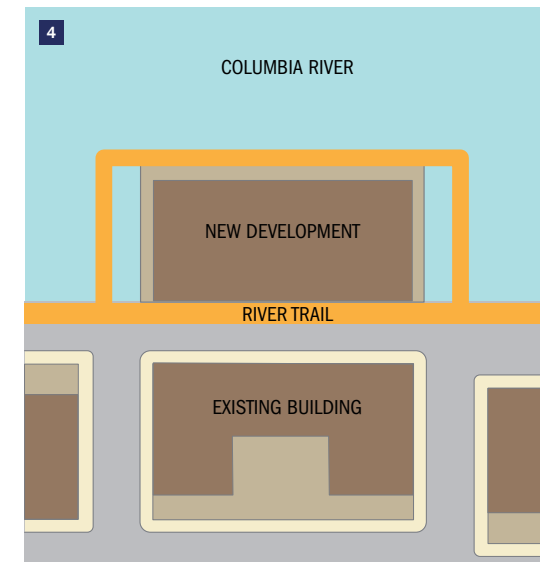
[1] STATUS QUO
 Current development code does not require public access to the Columbia River when riverfront properties are developed or redeveloped as a permitted use. The developer also does not have to improve the adjacent right-of-way over the water.



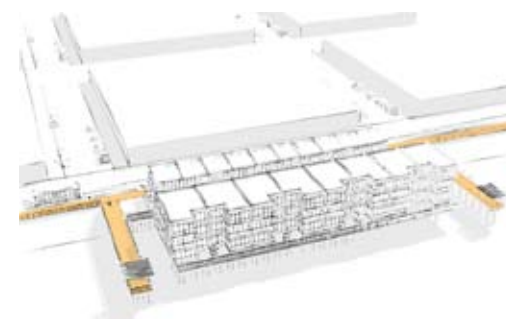
[2] ACCESS THROUGH MIDDLE OF SITE
 A 24-foot wide easement through the middle of the site would be dedicated to help break up the massing of the development.



[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.

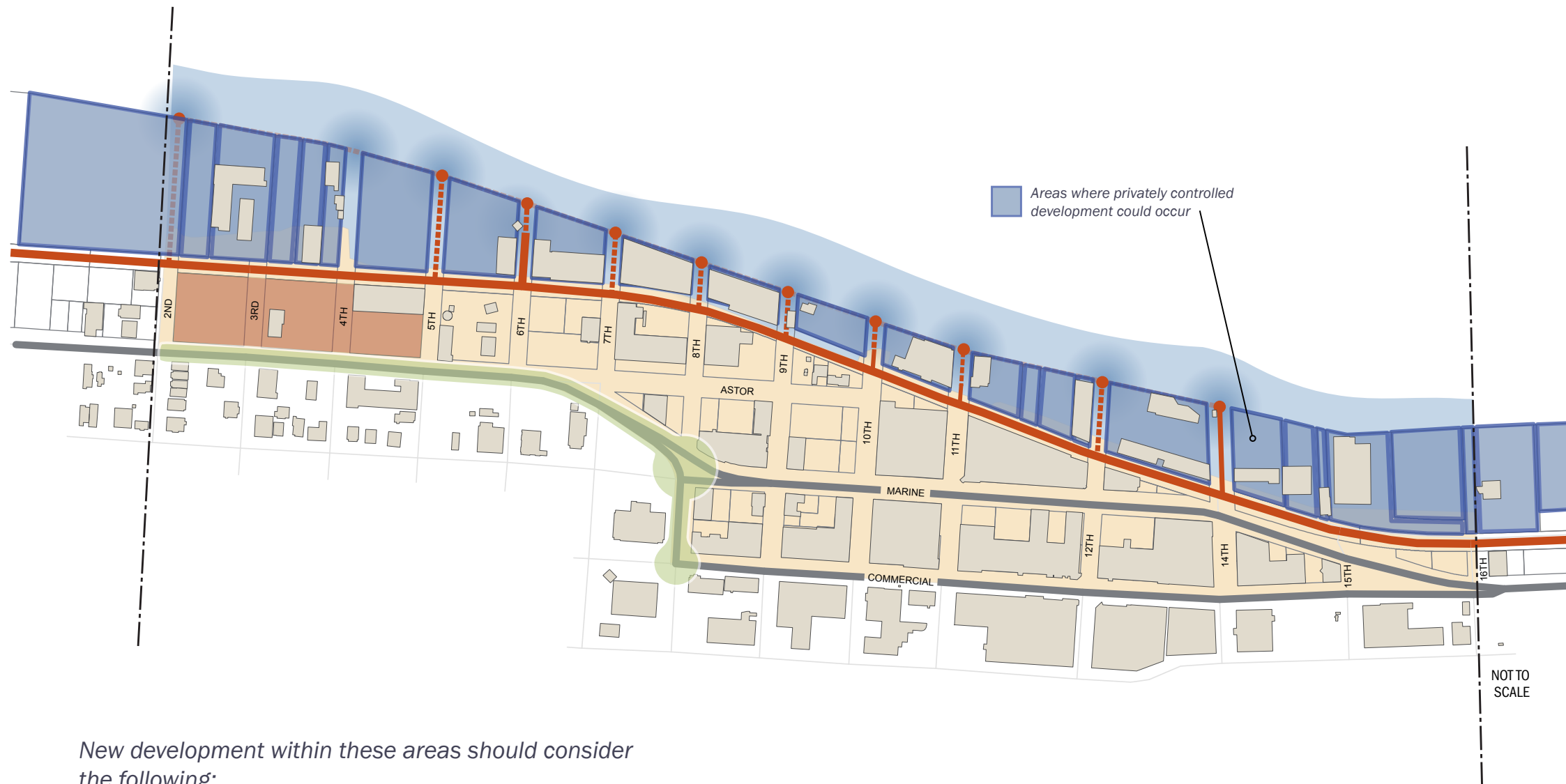
ASTORIA RIVERFRONT VISION PLAN
 LAND USE AND URBAN DESIGN IDEAS
 OCTOBER 2008

URBAN CORE



Urban Core Private First Right of Refusals Map

PRIVATE FIRST RIGHT OF REFUSALS



New development within these areas should consider the following:

- 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
- New development along the Columbia River should improve and celebrate the River Trail and provide visual and periodic physical access to the water



ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
JUNE 2009

URBAN CORE

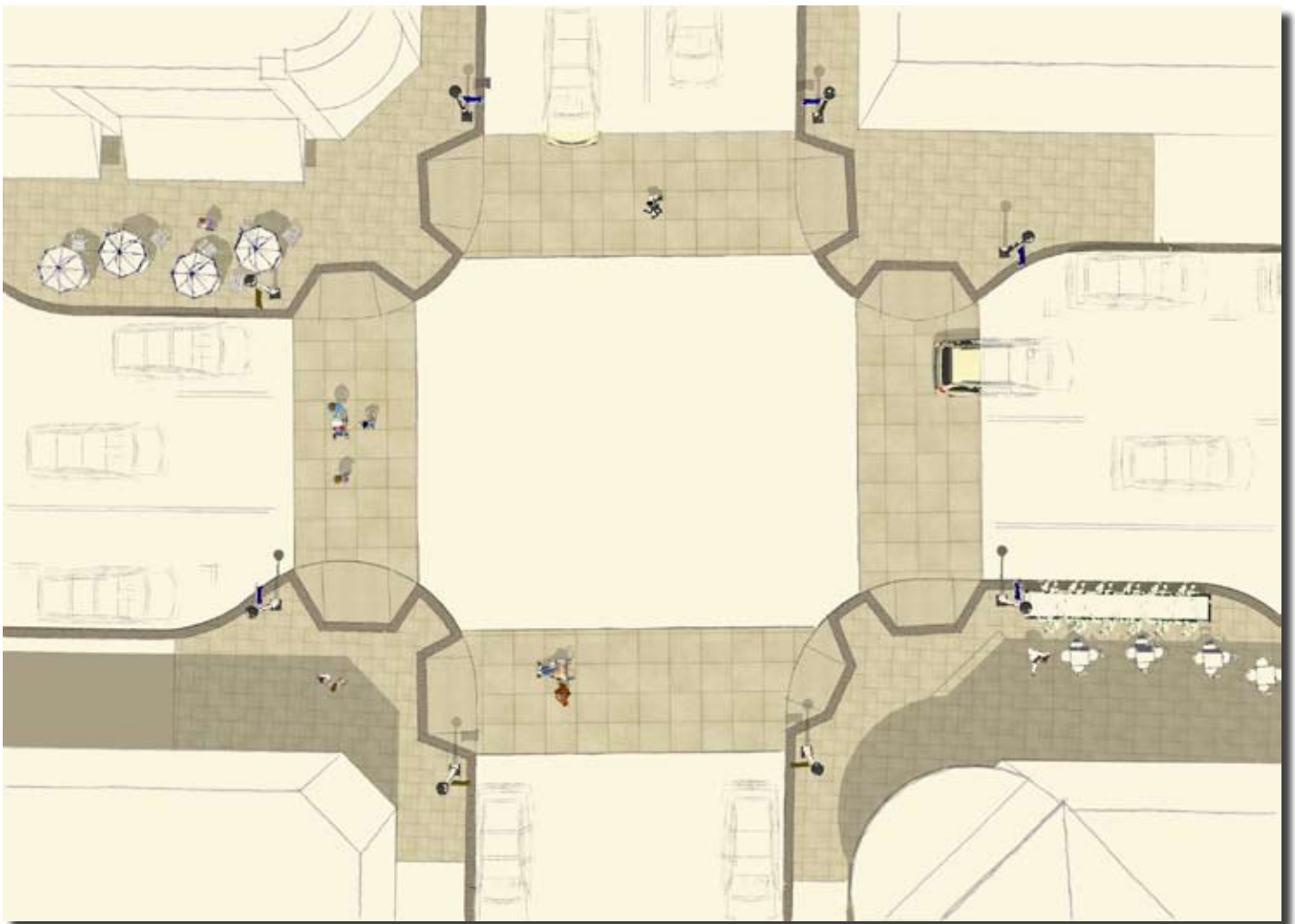
Transportation and Other Public Improvements

The following transportation and other public improvements are proposed for the Urban Core area:

◆ Improved bicycle and pedestrian facilities and streetscaping along Marine Drive.

Continuous, safe, and pleasant facilities would encourage more people to walk and ride bicycles between downtown and the west end of Astoria.

- ◆ **Improved pedestrian connection across Marine Drive at 6th Street** with items including, but not limited to pedestrian islands and/or curb extensions. Although posted speeds are slow at this location the space is open and traffic is heavy. Pedestrians have a difficult time crossing the highway across four lanes of traffic, yet it is important to provide the connection between the neighborhood and the river, especially in combination with a viewpoint at the river and 6th Street, before Marine Drive splits into the couplet. A pedestrian island or curb extensions would help shorten the distance pedestrians need to cross.



Improvements on downtown streets could include streetscape improvements such as planters, lighting, awnings, and street furniture

- ◆ **Safety and gateway treatments to the 8th Street and Marine Drive intersection** to encourage pedestrians to cross the highway elsewhere (either at 6th Street or 9th Street). Improvements on 8th Street between Marine and Commercial also are needed to enhance pedestrian access and safety in this area.
- ◆ **Streetscaping along Commercial Street between 8th and 16th Streets.** Commercial Street is already an attractive place to walk. Streetscaping treatments (such as planters, lighting, awnings, and street furniture) could further enhance the experience and encourage more pedestrian traffic, while being consistent with historic preservation objectives in the area.
- ◆ **Wayfinding and other pedestrian amenities along 12th Street between Duane Street and the river.** This area marks the heart of downtown Astoria, with the Liberty Theater and the Hotel Elliott, among other historic attractions. Similar streetscaping treatments recommended for Commercial Street should also be considered for this section of 12th Street.
- ◆ **Safety and gateway treatments to the 15th Street and Marine Drive intersection** to encourage pedestrians to cross the highway elsewhere (either at 14th Street or 17th Street).



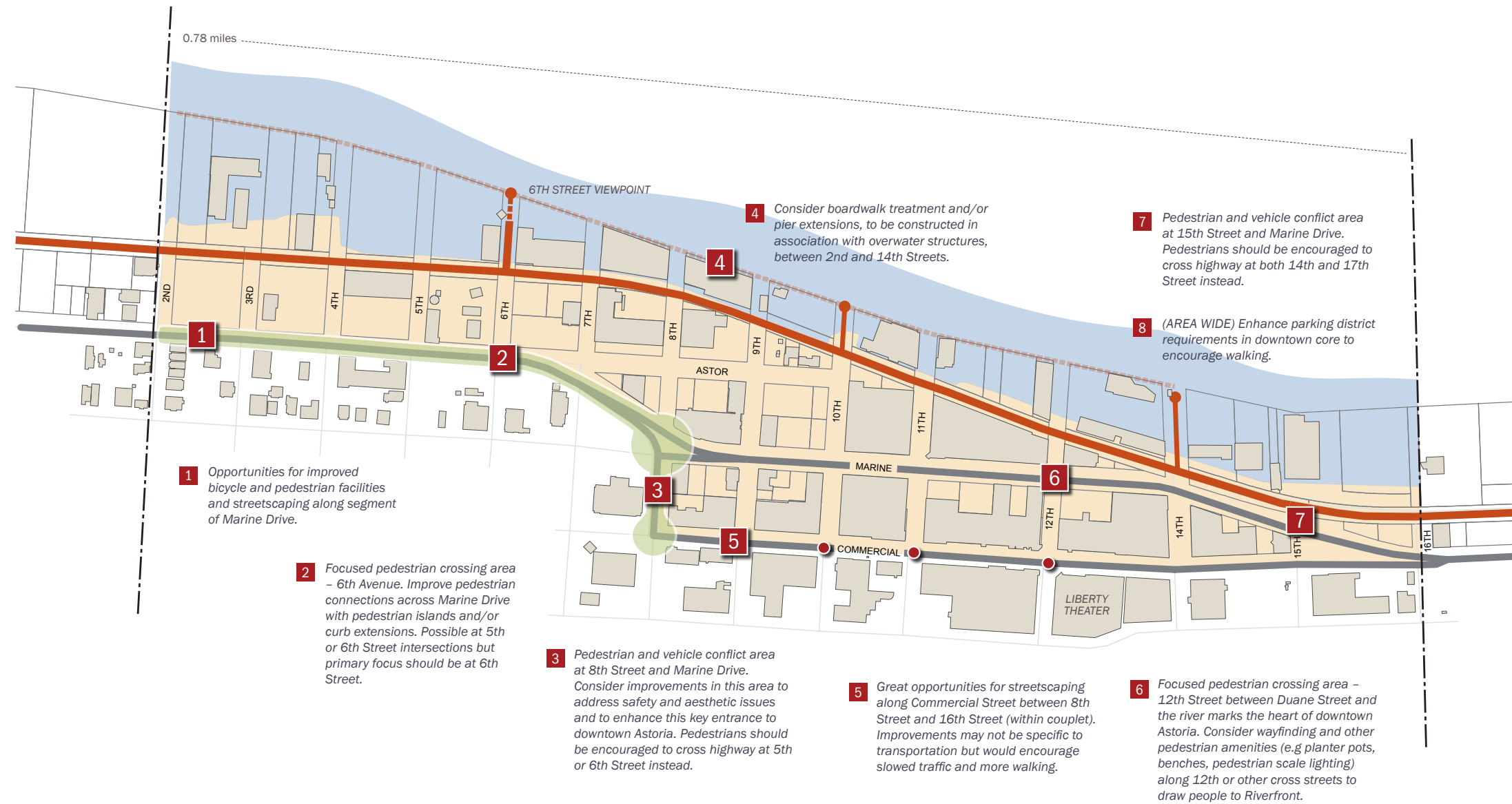
Wayfinding signs can help people locate important destinations



Riverfront parking is limited

- ◆ **Create and manage a new parking district in the riverfront area** to provide for and manage parking in a more holistic manner and encourage visitors to park once and walk instead of moving their car from location to location. Elements of the parking district could include:
 - ◆ Refinements to existing on-site, off-street parking requirements
 - ◆ Creating of shared parking facilities funded by new development
 - ◆ Expansion of parking regulations that encourage employees to park off-site while freeing up adjacent parking for shoppers
 - ◆ Provisions to allow on-street parking to count toward off-street parking requirements
 - ◆ Creation of walking maps and wayfinding in the riverfront area and downtown to help people navigate between the two areas

Urban Core Transportation Map



200 feet



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 views of the river. The river's edge and materials in this area are softer in texture and construction. A civic riverfront greenspace or park would provide a central gathering space for residents and visitors, enhance connections to the River Trail and create opportunities for boating, kayaking, community events and other activities.

Restoration of the water's edge using native and other appropriate vegetation would enhance the natural character and beauty of the riverfront in this area. Potential resource or open space zoning or long-term lease by the City of selected areas over the water provide opportunities for long-term protection of expansive views.

An area east of Mill Pond represents an opportunity for a new residential and mixed use neighborhood with an emphasis on smaller scale buildings, open space and setbacks from the River Trail. Transportation improvements are designed to promote safe pedestrian crossing of Marine Drive and connections between neighborhoods, key community destinations and the downtown.



The Civic Greenway area has expansive river views

- ◆ Create open spaces and recreational opportunities adjacent to the river's edge, with links to other riverfront areas and adjacent residential neighborhoods, parks and schools.
- ◆ Incorporate open space and natural areas as a key component of the riverfront.
- ◆ Complement the River Trail with plantings and landscaping that frame views of the river and restore the natural character of the river's edge.
- ◆ Provide a riverfront park or open space as a focal point on the river to unite the civic elements of the museum, River Trail, trolley and train station.

Natural Features

The most prominent natural feature envisioned for the Civic Greenway is a large, green open space or park around a renovated train depot building, with relatively few other structures. This open space would serve as a gathering place for Astorians, provide a panoramic view of the river and be flexible to accommodate a variety of uses such as a small playground, piers, docks or over-water walkways, kayaking, restrooms (possibly in train depot) or a small amphitheater.



Potential location for a civic park or open space

Riverfront Park Concept Map



1 amphitheater gathering space



2 floating boardwalk & observation piers



3 playground



4 views of the Columbia River



5 restoration of riparian habitat



6 open fields



7 boat launch area



8 meandering riverwalk



ASTORIA RIVERFRONT VISION PLAN
WATERFRONT PARK PLAN

CIVIC GREENWAY