

Civic Greenway Natural Features Map



Urban Green Space and Promenade Adjacent to Waterfront

Unidentified Site




Open Space with Boardwalk Edge

Waterfront, ME




Neighborhood Path Link

Unidentified Site




Riverfront Civic Park

Unidentified Site




Plaza Open Space for Special Events

Unidentified Site



Open Space for Passive and Active Recreation

Unidentified Site



Unique Waterfront People Places

Amsterdam



Planted Walkway at Human Scale

Unidentified Site

- 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 a riverfront park or open space as a focal point on the river to unite the civic elements of the museum, River Trail, and train station.

CIVIC GREENWAY AREA

Land Use and Urban Design

It is expected that large amounts of overwater development will not occur in the Civic Greenway area due to the amount of public control in areas such as the historic train depot, Mill Pond and East End Mooring Basin. These areas represent about 75 percent of the overwater area in the Civic Greenway area. Maritime related uses such as docks, piers and marinas are preferred uses throughout and maintenance and improvement of existing uses would be expected. The City should explore opportunities to create a “blueway” of open space on the waterfront by working with upland property owners to zone or lease areas for long-term preservation of open space.



A modest residential neighborhood is proposed in the Civic Greenway area

In the Civic Greenway area, community members agree that keeping building heights low and requiring setbacks is important, especially in any potential new residential neighborhoods. As in other parts of the riverfront, a variety of strategies to the design and location of buildings in the riverfront relative to the River Trail and other public rights-of-way should be used, including setbacks, stepbacks and access through buildings. Broad views should be maintained where possible.

- ◆ Protect river vistas in order to maintain physical and visual connections to the Columbia River.
- ◆ Create and enhance open spaces which provide views of the Columbia River, ranging from smaller, more intimate spaces to larger gathering places.
- ◆ Create a modest scale residential and mixed use neighborhood in an area east of Mill Pond.
- ◆ Enhance connections to the Civic Greenway area from adjacent neighborhoods.
- ◆ Encourage maritime related uses consistent with Astoria’s working riverfront such as docks, piers, marinas, and associated uses that provide jobs and maintain a historic connection to the river.
- ◆ Continue to permit repair of existing overwater structures.



New development should incorporate historic design

Architectural design standards or design review is recommended for all future development in this area.

On-land development in the Civic Greenway area should protect the openness of the River Trail. As in other parts of the riverfront, new

development should be subject to maximum height requirements, but some flexibility in building heights could be permitted in exchange for additional setbacks/stepbacks from the River Trail, enhanced public access to the river, use of historic design or contributions toward funding open space or other public improvements in other portions of the riverfront area.

A new residential neighborhood is proposed for the area between Mill Pond and Safeway. This would require relocation of the City's Public Works Shops and possibly the City's Public Safety Building. Modest scale, residential development should be set back from the River Trail, incorporate open areas and historic design, and be targeted to working families and other full-time Astoria residents.



Gray Elementary School kindergartener's riverfront vision

Civic Greenway Land Use Graphic

1 Beach-type development with wood clapboard and shingles and front porches oriented to the street or riverfront.



3 Cottage style, smaller homes with front porches oriented to the sidewalk and shared common open spaces.



2 Pedestrian oriented single-family homes with wide front porches, landscaped front lawns, and side driveways and garages.



Areas identified for future on-land residential development



FUTURE ON-LAND RESIDENTIAL DEVELOPMENT

- Single-family and duplex housing types
- Traditional residential forms oriented to the street with front porches
- Shared common open spaces
- High quality materials including wood clapboard or shingles
- Setbacks from the River Trail
- Buildings should address River Trail
- Pedestrian scale

ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
 29 MAY 2009

CIVIC GREENWAY **NEIGHBORHOOD GREENWAY**

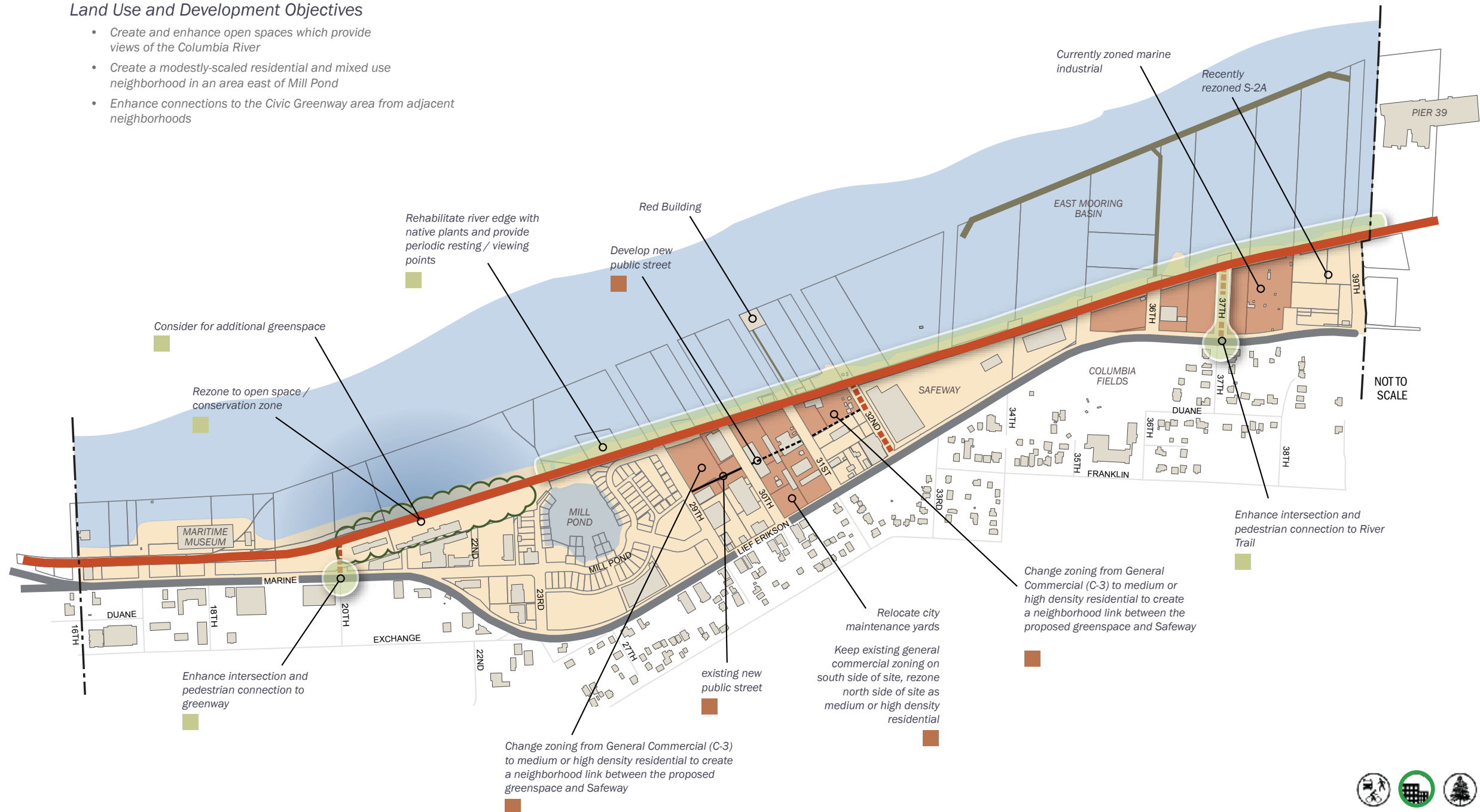


Civic Greenway Land Use Map

CIVIC GREENWAY

Land Use and Development Objectives

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



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

CIVIC GREENWAY

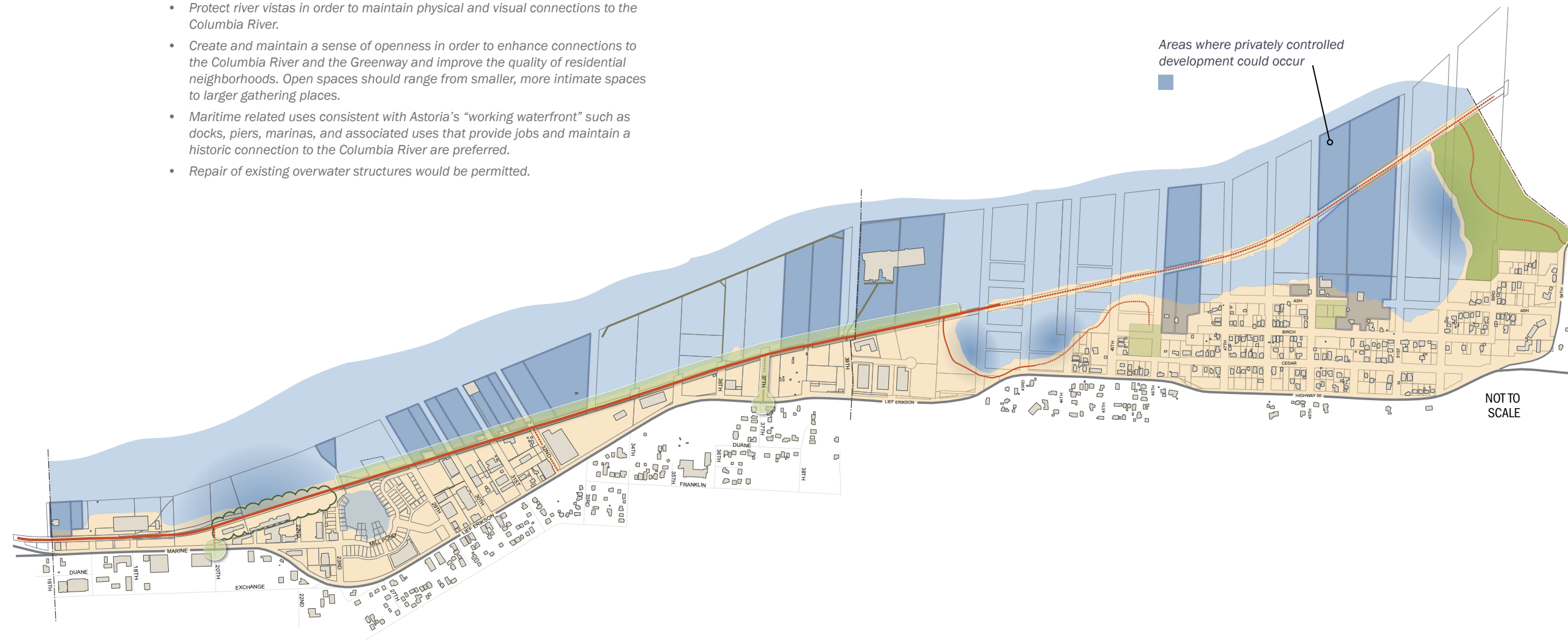


Civic Greenway Private First Right of Refusals Map

PRIVATE FIRST RIGHT OF REFUSALS

Overwater development within these areas should consider the following:

- Protect river vistas in order to maintain physical and visual connections to the Columbia River.
- Create and maintain a sense of openness in order to enhance connections to the Columbia River and the Greenway and improve the quality of residential neighborhoods. Open spaces should range from smaller, more intimate spaces to larger gathering places.
- Maritime related uses consistent with Astoria's "working waterfront" such as docks, piers, marinas, and associated uses that provide jobs and maintain a historic connection to the Columbia River are preferred.
- Repair of existing overwater structures would be permitted.



ASTORIA RIVERFRONT VISION PLAN
LAND USE AND URBAN DESIGN IDEAS
29 MAY 2009

CIVIC GREENWAY **NEIGHBORHOOD GREENWAY**

Transportation and Other Public Improvements

The following transportation and other public improvements are proposed for the Civic Greenway area:

- ◆ **Focused pedestrian crossing at 16th Street or 17th Street** as an eastern gateway to downtown. This could take the form of a pedestrian island or curb extensions. This location also provides a connection for pedestrians to the Maritime Museum, the trolley stop, the Heritage Museum, and the neighborhoods. This improvement could be in coordination with a new traffic signal.
- ◆ **Improvement to pedestrian and vehicle conflict area at Exchange Street and Marine Drive and 23rd Street.** There is difficult sight distance and heavy traffic during much of the year. Look for innovative opportunities to facilitate crossings (including possible elevated crossing), as users in this area include patients, employees, and visitors to medical clinics along Exchange Street.
- ◆ **Build a new local street between Lief Erikson Drive and the River Trail, 30th and 32nd Streets.** This small connection would create a street parallel to Lief Erikson between 29th and 32nd Streets, improving local circulation.
- ◆ **Improved pedestrian crossings of Lief Erikson Drive near new residential Mill Pond neighborhood,** connecting pedestrians with restaurants, salons, and bakeries along both sides of Lief Erikson.



Create safe pedestrian crossings



Astoria Riverfront Trolley Station

- ◆ **Provide continuous bicycle lanes and sidewalks along Lief Erikson Drive between the area east of the Safeway and Tongue Point.** This provides a safe connection for those living east of downtown Astoria, as well as for those who would like to bicycle or walk to Tongue Point.
- ◆ **Pedestrian and bicycle improvements at 37th Street and Lief Erikson Drive.** This intersection provides a critical connection between the neighborhood and the East Mooring Basin, Pier 39, and the River Trail. Improvements have been funded through an ODOT Bicycle and Pedestrian grant for construction in 2009-2010.

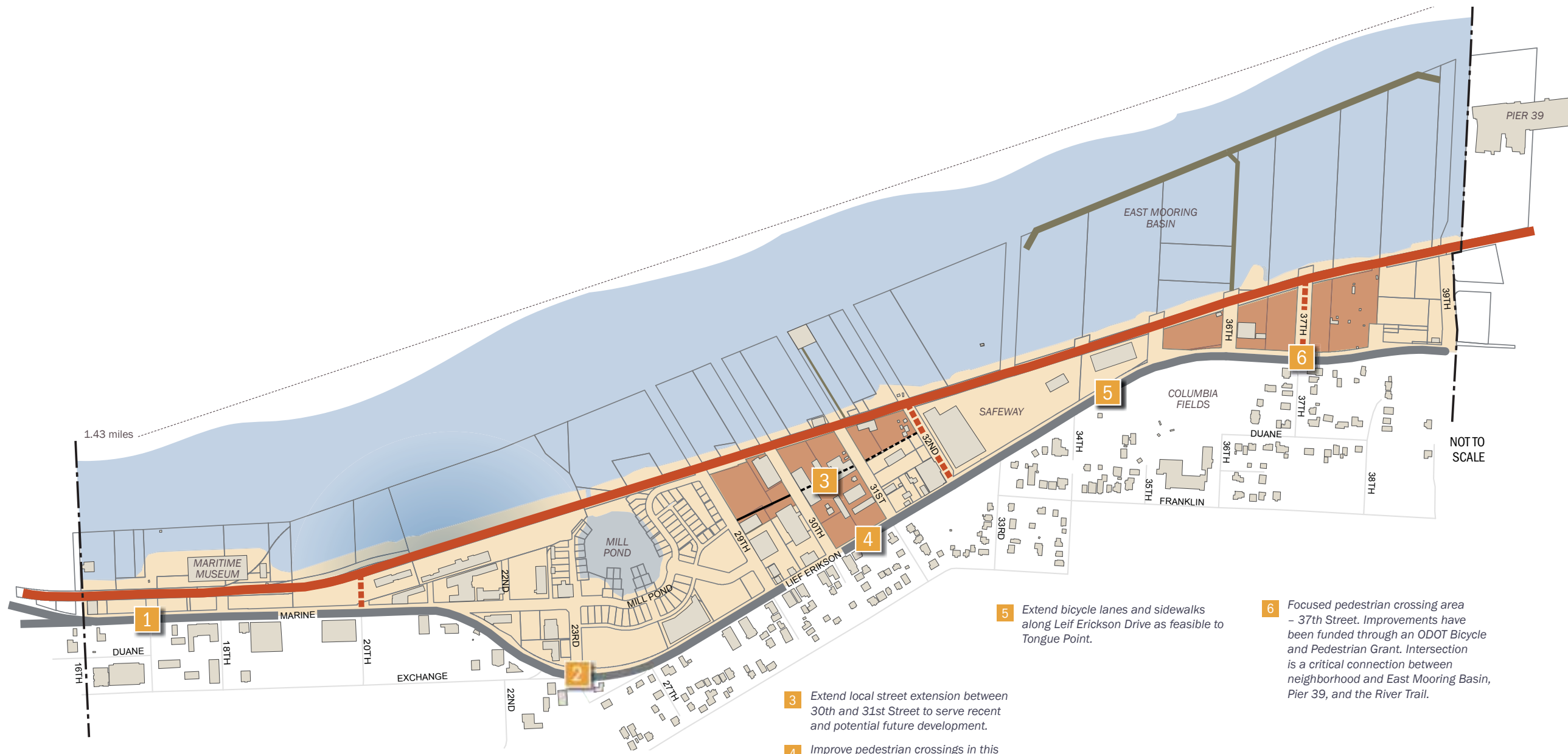


Bicycle lanes proposed on Lief Erikson Drive east of Safeway



Astoria River Trail near Safeway

Civic Greenway Transportation Map



1.43 miles

NOT TO SCALE

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**

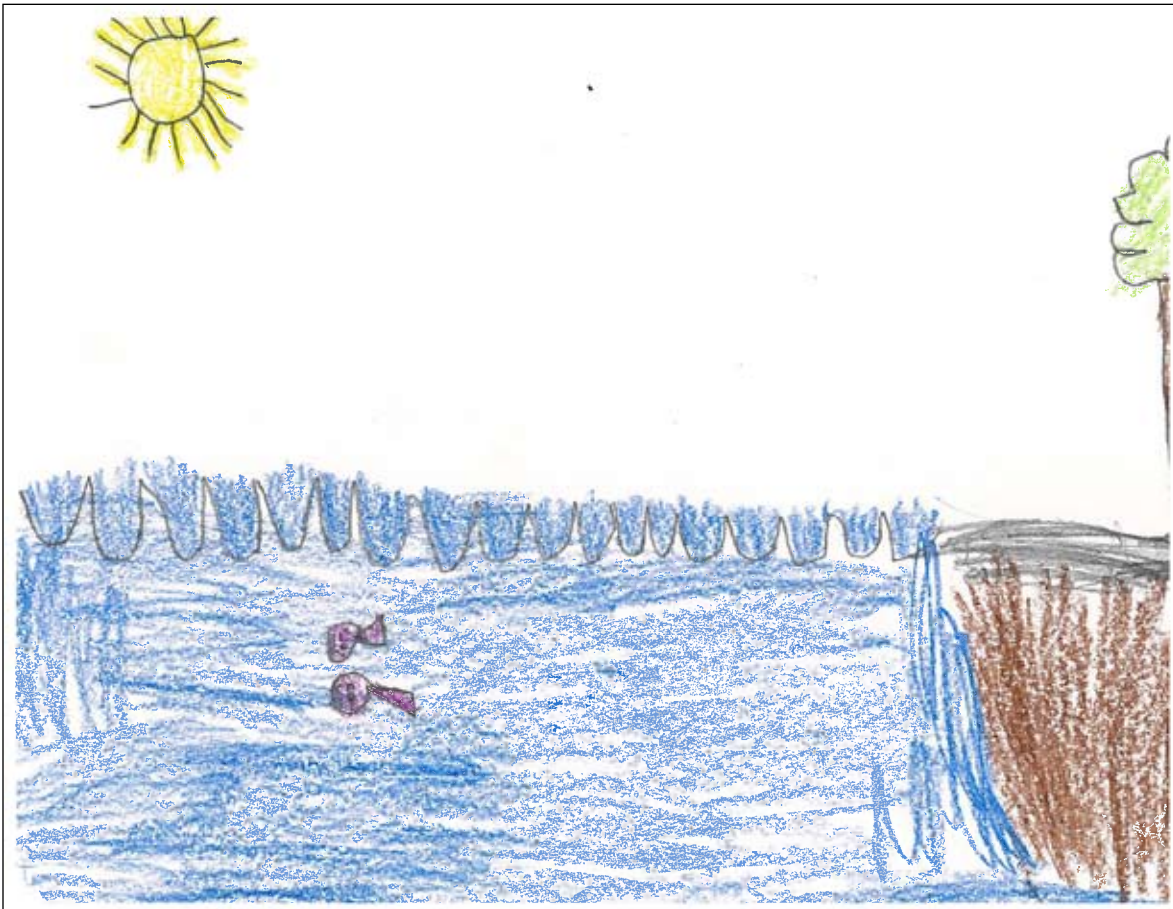
CIVIC GREENWAY



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. The area along the Columbia River and Alderbrook Lagoon will emphasize the natural features and beauty of the area through riverbank restoration, enhanced wildlife habitat and expansive views. Impacts of pedestrians on neighborhood residents are minimized and open views of the river are maintained. Public improvements enhance access to the river and extend the trail network to the adjacent neighborhood and Tongue Point. The character of the Alderbrook Neighborhood is generally maintained.

- ◆ Highlight the river's natural edge by framing views and creating path/trail systems that reflect the river's movement.
- ◆ Emphasize natural features and beauty along the edge of the river and lagoon.
- ◆ Use plantings and landscaping that provide riverbank restoration and increase habitat.



The riverfront as envisioned by a kindergarten student from Gray Elementary School

Natural Features

The Neighborhood Greenway is known for its natural beauty and access to the river. The vision for this area is to highlight and enhance the natural habitat with native plantings and landscaping. An extension of the River Trail is envisioned along the Alderbrook Lagoon railroad trestle and on to Tongue Point. New formal trail connections are

proposed along the southwest edge of the lagoon from the River Trail to LaPlante Park, from 45th Street to the trestle and from 54th Street to the trestle through the natural area to the east of the lagoon.



Use plantings and landscaping that provide riverbank restoration

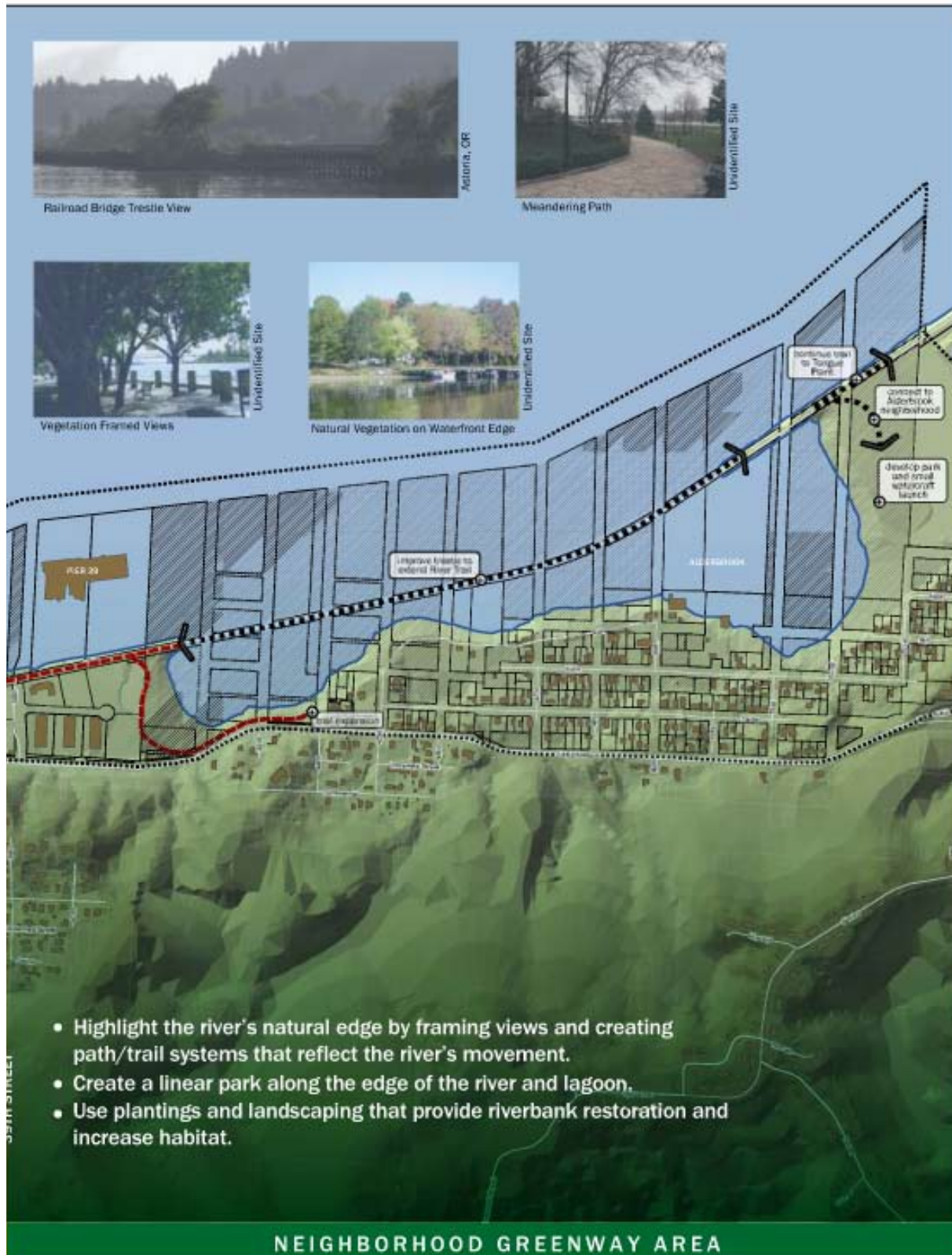


Alderbrook Lagoon



Proposed River Trail Extension

Neighborhood Greenway Natural Features Map



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

Land Use and Urban Design

It is expected that very little overwater development will occur in the Neighborhood Greenway area in the future other than small-scale improvements such as docks or piers (or improvements to the River Trail trestle) which would enhance general public access to the river. This is due in large part to the amount of public control of overwater parcels and the natural and residential character of the Alderbrook Neighborhood and Lagoon. The majority of this area is within the Alderbrook Neighborhood and would continue to be residential in nature.



Respect and protect the character of the Alderbrook Neighborhood

- ◆ Respect and protect the visual character of the Alderbrook Neighborhood.
- ◆ Minimize impacts of pedestrians on neighborhood residents.
- ◆ Protect river vistas to maintain physical and visual connection to the Columbia River.
- ◆ Create and maintain a sense of openness to enhance connections to the Columbia River and the Neighborhood Greenway area and improve the quality of residential areas. Open spaces should range from smaller, more intimate spaces to larger gathering places.
- ◆ Encourage maritime related uses consistent with Astoria's working riverfront such as docks, piers, marinas, and associated uses that provide jobs and maintain a historic connection to the river.

Neighborhood Greenway Land Use Map

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 Private First Right of Refusals Map

PRIVATE FIRST RIGHT OF REFUSALS

Overwater development within these areas should consider the following:

- Protect river vistas in order to maintain physical and visual connections to the Columbia River.
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 LAND USE AND URBAN DESIGN IDEAS
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CIVIC GREENWAY

NEIGHBORHOOD GREENWAY

Transportation and Other Public Improvements

The following transportation and other public improvements are proposed for the Neighborhood Greenway area:

- ◆ **Provide continuous bicycle lanes and sidewalks along Lief Erikson Drive between the area east of the Safeway and Tongue Point.** This provides a safe connection for those living east of downtown Astoria, as well as for those who would like to bicycle or walk to Tongue Point.
- ◆ **Extend the River Trail to Tongue Point** using the railroad trestle at the Alderbrook Lagoon. Provide bicycle and pedestrian access to Alderbrook neighborhood through new trail connections to Ash Street, 45th Street, and 54th Street.

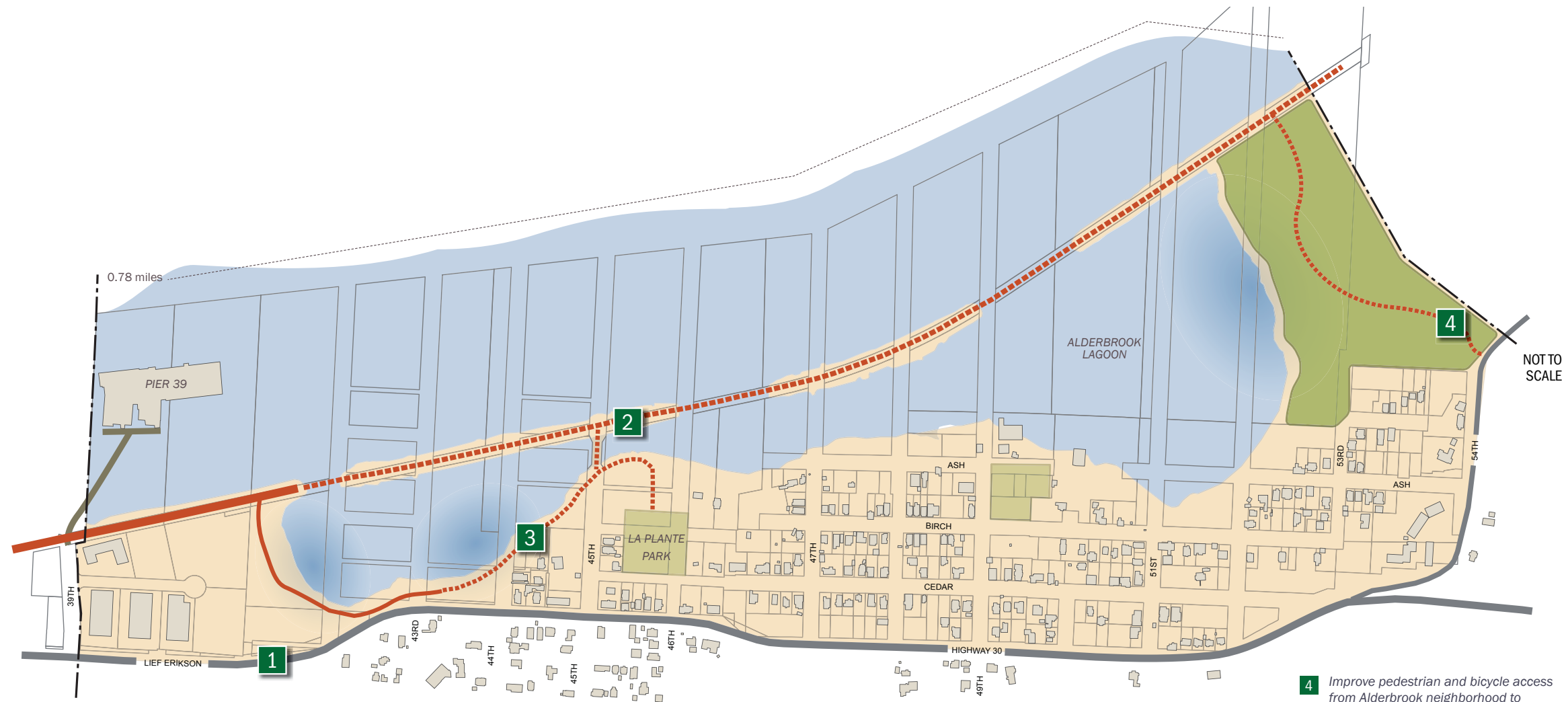


Extend the River Trail to Tongue Point



Provide new trail connections

Neighborhood Greenway Transportation Map



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



RIVERFRONT VISION PLAN IMPLEMENTATION

The Riverfront Vision Plan identifies a variety of public improvement projects throughout the riverfront. Projects include improvements to the River Trail, streetscapes, gateways, roads, traffic signals and crossings as well as new parks, open spaces, piers, docks and courtyards. This section of the Plan includes:

- ◆ A description of potential funding sources and a matrix linking different types of public improvements to these funding sources
- ◆ Possible phasing for needed transportation and other public improvements
- ◆ Brief descriptions of additional implementation strategies
- ◆ Potential Comprehensive Plan policy amendments/additions

Funding Sources

A variety of potential funding sources could be used to pay for design and construction of the improvement projects identified in this Plan. They include the following:

Federal Funding Sources

Surface Transportation Program (STP). Provides states with flexible funds which may be used for a wide variety of projects on any Federal-aid Highway including the National Highway System, bridges on any public road, and transit facilities. Bicycle and pedestrian improvements are eligible activities under the STP. This covers a wide variety of projects such as on-street facilities, off-road trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities.

Highway Safety Improvement Program. Funds projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways and walkways. This program

includes the Railway-Highway Crossings Program and the High Risk Rural Roads Program.

Transportation Enhancements. Ten percent of STP funds are designated for Transportation Enhancement Activities (TEAs), which include “provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists,” and the “preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails.”

Community Development Block Grants

(CDBG). Funding for streetscape revitalization, which may be largely comprised of pedestrian improvements. Activities may include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; and building public facilities and improvements, such as streets, sidewalks and recreational facilities.

Transportation, Community and System Preservation Program.

Federal funding for transit-oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities.

Recreational Trails Program. Provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general

passenger vehicle use or to provide shoulders or sidewalks along roads.

New Freedom Initiative. SAFETEA-LU creates a new formula grant program that provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act (ADA).

Rivers, Trails and Conservation Assistance Program (RTCA). National Parks Service program that provides technical assistance via direct staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance – there are no implementation monies available.

Land and Water Conservation Fund. Federally-funded program, providing grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction and are administered by the Oregon Parks and Recreation Department.

State Funding Sources

Statewide Transportation Improvement Program (STIP). ODOT's short-term capital improvement program, providing project funding and scheduling information for the department and Oregon's metropolitan planning organizations. ODOT must verify that the identified projects comply with the Oregon Transportation Plan (OTP), ODOT Modal Plans, Corridor Plans, local comprehensive plans, and SAFETEA-LU planning requirements.

Oregon Transportation Infrastructure Bank. Statewide revolving loan fund designed to promote innovative transportation funding solutions. Eligible projects include:

- ◆ Highway projects, such as roads, signals, intersection improvements and bridges.

- ◆ Transit capital projects, such as buses, equipment, and maintenance or passenger facilities.
- ◆ Bikeway or pedestrian access projects on highway right-of-way.

Oregon Revised Statute 366.514. Often referred to as the "Oregon Bike Bill," this law applies equally to bicycle and pedestrian facilities. The statute requires the provision of bicycle and pedestrian facilities on all major arterial and collector roadway construction, reconstruction or relocation projects where conditions permit. The statute also requires that in any fiscal year, at least one percent of highway funds allocated to a jurisdiction must be used for bicycle/pedestrian projects.

Measure 66 Funds – Oregon State Lottery.

Money from the State Lottery can be used for restoring and protecting Oregon's parks, beaches, watersheds and critical fish and wildlife habitat. Funds are coordinated by Oregon State Parks, and may be used for trail-related right-of-way acquisition and construction.

Bicycle and Pedestrian Program Grants.

Competitive grant program providing approximately \$5 million every two years to Oregon cities, counties and ODOT regional and district offices for design and construction of pedestrian and bicycle facilities. Proposed facilities must be within public rights-of-way.

Local Funding Sources

Local Bond Measures. Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design and construction of pedestrian and bicycle facilities.

Tax Increment Financing/Urban Renewal Funds. Tool to use future gains in taxes to finance the current improvements that will create those gains. Tax Increment Financing typically occurs within designated Urban Renewal Areas (URA) that meet certain economic criteria and are approved by a local governing body. Astoria has used this tool in establishing and implementing urban renewal districts in other parts of the community. Urban Renewal funds have been used for improvement projects in Astoria such as the 18th Street sidewalk and landscape area.

System Development Charges (SDCs)/Developer Impact Fees. SDCs are typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site pedestrian improvements that will encourage residents to walk or use transit rather than drive. In-lieu parking fees may be used to help construct new or improved pedestrian facilities. SDCs also can be used for park facilities.

Street User Fees. The revenue generated by a street user fee is used for operations and maintenance of the street system, and priorities are established by the Public Works Department. Revenue from this fund should be used to maintain on-street bicycle and pedestrian facilities, including routine sweeping of bicycle lanes and other designated bicycle routes.

General Fund Revenues. Cities and counties typically use a portion of their general fund revenues received via the gas tax and/or property taxes to fund a portion of their transportation maintenance and improvement projects. Typically these are only adequate to pay for routine maintenance and programmed improvements to existing roads or expansion of roads in growing areas.

Local Improvement Districts (LID). These are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.

Business Improvement Districts (BID). Pedestrian improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. BIDs collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Other Funding Sources

American Greenways Program. Administered by The Conservation Fund, this program provides funding for the planning and design of greenways. Applications for funds can be made by local, regional or statewide non-profit organizations and public agencies. The maximum award is \$2,500, but most awards range from \$500 to \$1,500. American Greenways Program monies may be used to fund unpaved trail development.

Bikes Belong Grant Program. The Bikes Belong Coalition of bicycle suppliers and retailers has awarded \$1.2 million and leveraged an additional \$470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

Future Potential Funding Sources

2010 Campaign for Active Transportation.

Organized by the Rails-to-Trails Conservancy, this program aims to double the Federal Funding for trails, walking and biking in the upcoming Federal transportation reauthorization. They are encouraging communities to gather a campaign team and develop an active transportation case statement, considering what the community could achieve with a \$50 million Federal investment in bicycling and walking.

Complete Streets Act of 2008. This Act would ensure that “future transportation investments made by State Departments of Transportation

and Metropolitan Planning Organizations create appropriate and safe transportation facilities for all those using the road – motorists, transit vehicles and riders, bicyclists, and pedestrians of all ages and abilities.”

Potential Applicable Funding Sources for Public Improvement Projects

The table below summarizes which funding sources or strategies potentially could be applicable to specific projects identified in the Vision Plan. Additional research will need to be done by the City to confirm applicability of funding programs to individual projects, pending a review of specific program criteria.

Project	River Trail Improvements	Streetscape Improvements	New parks or open spaces	Gateway, paving improvements	Traffic signals or crossings	Piers, docks, courtyards
Surface Transportation Program	■	■				
Highway Safety Improvement Program				■		
Transportation Enhancements	■	■		■		
Community Development Block Grants (CDBG)	■	■	■	■		■
Transportation, Community and System Preservation Program				■	■	
Recreational Trails Program	■					
New Freedom Initiative	■	■		■	■	
Rivers, Trails and Conservation Assistance Program (RTCA)	■					■
Land and Water Conservation Fund						■
Statewide Transportation Improvement Program	■			■		
Oregon Transportation Infrastructure Bank	■			■	■	
Oregon Revised Statute 366.514	■					
Measure 66 Funds – Oregon State Lottery	■		■			■

Project	River Trail Improvements	Streetscape Improvements	New parks or open spaces	Gateway, paving improvements	Traffic signals or crossings	Piers, docks, courtyards
Bicycle and Pedestrian Program Grants	■					
Local Bond Measures	■	■	■	■	■	■
Tax Increment Financing/ Urban Renewal Funds	■	■	■	■	■	■
System Development Charges (SDCs)/Developer Impact Fees	■					
Street User Fees	■	■		■	■	■
General Fund Revenues	■	■	■	■	■	■
Local Improvement Districts	■	■	■	■	■	■
Business Improvement Districts	■	■	■	■	■	■
Other Local Sources	■	■	■	■	■	■
American Greenways Program			■			
Bikes Belong Grant Program	■		■	■		
2010 Campaign for Active Transportation	■					
Complete Streets Act of 2008	■					

Possible Phasing of Needed Transportation and Other Public Improvements

The following tables indicate the potential phasing of transportation and other improvement projects. Time periods indicate when work on these projects might begin to be undertaken, recognizing that they will take longer to complete. The ability to undertake and complete any of these projects will depend on the availability of funding, City staff resources, refinements to community priorities and other factors.

Bridge Vista	Short-term 1-2 years	Medium-term 2-5 years	Long-term 5+ years
Improved crossing at Portway.		■	
Bicycle/pedestrian access under bridge to connect West Marine Drive with River Trail.			■
Boardwalk along the south edge of the West Mooring Basin.			■
Improved bicycle and pedestrian facilities and streetscaping along West Marine Drive. Opportunity for 6-foot bicycle lanes and 10-foot sidewalks throughout.		■	
Improved bicycle/pedestrian access along Bay Street; extend connection to Maritime Memorial.		■	
Extend the River Trail to the Young's Bay Bridge and across the Bay to trail systems in Warrenton and the Miles Crossing/Jeffers Garden area.			■

Urban Core	Short-term 1-2 years	Medium-term 2-5 years	Long-term 5+ years
Improved bicycle and pedestrian facilities and streetscaping along Marine Drive.		■	
Improved pedestrian connection across Marine Drive at 6th Street including, but not limited to pedestrian islands and/or curb extensions.	■		
Improvements to pedestrian and vehicle conflict area at 8th Street and Marine Drive.		■	
Streetscaping along Commercial Street between 8th and 16th Streets.		■	
Wayfinding and other pedestrian amenities along 12th Street between Duane Street and the river.	■		
Improvements to pedestrian and vehicle conflict area at 15th Street and Marine Drive.		■	
Enhanced parking district.	■		

Civic Greenway	Short-term 1-2 years	Medium-term 2-5 years	Long-term 5+ years
Signal and special treatment to 16th Street or 17th Street.		■	
Improvement to pedestrian and vehicle conflict area at Exchange Street and Marine Drive and 23rd Street.		■	
Local street extension between 30th and 32nd Streets.			■
Improved pedestrian crossings of Lief Erikson Drive near proposed residential neighborhood at 31st Street area.	■		
Bicycle lane and sidewalk extensions as feasible to Tongue Point.	■		
Pedestrian and bicycle improvements at 37th Street and Lief Erikson Drive.	■		

Neighborhood Greenway	Short-term 1-2 years	Medium-term 2-5 years	Long-term 5+ years
Bicycle lane and sidewalk extensions as feasible to Tongue Point.		■	
Improved pedestrian and bicycle access from Alderbrook neighborhood to River Trail.	■		

Additional Implementation Strategies

A variety of activities will need to be undertaken to implement the projects identified in the Riverfront Vision Plan. Following is a summary of a number of strategies, including those related to funding, partnering with State agencies and local property owners, businesses and residents, and updating guiding City documents, including the City’s Development Code and Comprehensive Plan.

- ◆ Utilize a Capital Improvement Program to plan and budget improvements on annual and five-year cycles to incorporate short and medium-term projects.
- ◆ Use a phased approach to implement projects both in terms of time and location.
- ◆ Continue to maintain existing public facilities such as the River Trail (address erosion and paving issues).

Funding and Phasing

Implementation actions related to funding may include:

- ◆ Confirm priorities, phasing and the approximate schedule for specific efforts as part of this visioning project and during annual work planning and budgeting.
- ◆ Apply for and obtain State, Federal or other grants as needed and appropriate to fund specific projects.
- ◆ Explore and implement local funding initiatives, as needed to fund specific projects or a portion of them, including:
 - ◆ Parks SDC for new open spaces and trails
 - ◆ Bond measure for property acquisition
 - ◆ Urban Renewal Districts as successfully implemented in Astoria in the past
- ◆ Identify revenues available to pay for high priority, short-term projects.
- ◆ Obtain commitments from local community members or organizations related to in-kind donations of labor, materials or money to help implement specific projects (see following section for more detail).

State and Local Partnerships

Coordination with State agencies and partnerships with local property owners, business owners, organizations and residents can help cover or reduce the costs associated with public improvement projects. Specific strategies towards this end may include:

- ◆ Coordinate with the Department of State Lands regarding overwater leasing.
- ◆ Work with local property owners to secure any needed property or easements (e.g., Port of Astoria, developers).
- ◆ Establish community volunteer efforts to implement specific projects or project components (e.g., planting trees, clearing land for park or trail improvements, assisting with design activities and helping operate and/or maintain specific types of facilities (e.g., street trees, planter boxes, etc.).
- ◆ Seek donations of goods or services to construct improvements (e.g., donations of labor or materials from local contractors); seek donations of trees or landscaping materials from groups such as Friends of Trees or the National Arbor Society.

- ◆ Work closely with local business and property owners to explore and potentially adopt new local financing mechanisms such as an urban renewal district, tax increment financing or a local improvement district. Enlist the assistance of local financial institutions, such as Shorebank Enterprise Cascadia.
- ◆ Involve business owners, property owners and other citizens in the detailed design of future improvements.
- ◆ Work with the Chamber of Commerce, business and property owners to establish and implement operation and maintenance strategies.

Comprehensive Plan and Code Amendments

A variety of amendments to the City's Development Code and Comprehensive Plan will be needed to implement a number of the proposed projects and overall objectives of this Plan. Policy recommendations are detailed in a later section of the Plan. Following is a brief summary of proposed ordinance amendments for consideration.

Site Design and Development. Incorporate site design and development provisions that require or provide incentives for setbacks, stepbacks or provision of public open space (either over water or on land) in exchange for funding public improvements such as those that improve visual or physical access to the water.

Design Standards or Review. Develop architectural design requirements or a design review process to honor historic character, encourage the use of certain building materials and govern other building and site elements while allowing for flexibility in design. Consider expanding historic review to all historic buildings in the Riverfront area or all new Riverfront area buildings.

Building Height. Address building height, mass or lot coverage, particularly in areas where there are no current requirements and/or where the Vision Plan recommends relatively less dense or more modestly sized development.

Residential Development. Develop standards for any new residential development that may occur between Mill Pond and Safeway to achieve the community's vision for that area. For example, such requirements could address separation/setback from the River Trail, modest sized buildings, housing for moderate income residents (workforce housing) and open space (e.g., housing units located around common areas or courtyards with physical and visual pathways to the riverfront).

Parking. Introduce parking standards that require an adequate level of parking without creating an excess of parking, encourage shared parking and possibly create a district-wide approach to parking supply and management (see page 60 for more detail).

Preservation. Pursue measures to preserve views through addressing overwater development using tools such as zoning ("blueway" zone), or pursuing City lease of properties with public or private first rights of refusal (emphasis on properties under City control); explore possible partnerships with private property owners who have leases or first rights of refusal on possible priority properties for visual access.

Zoning Changes. Apply the following zoning and land use changes as identified in the Plan.

- ◆ Change zoning from Tourist Commercial (C2) to other commercial zone on parcels between 2nd and 5th Streets and west of 2nd Street between the River Trail and Marine Drive.

- ◆ In conjunction with establishing a parking district, significantly reduce on-site parking requirements for overwater parcels in the Urban Core area to encourage pedestrian-oriented edge.
- ◆ Rezone historic train depot site to open space/conservation zone.
- ◆ Change zoning from General Commercial (C3) to medium density residential for most parcels in proposed new neighborhood between 29th and 32nd Streets.
- ◆ Review Aquatic and other zoning designations for consistency with riverfront vision principles.

Detailed Design Processes

As the City moves forward, it will undertake more detailed design processes for future public improvements, including open spaces, trail renovations or extensions and other transportation improvement projects to implement many of the recommendations in this Plan. These processes will include more detailed site planning, dedicated public outreach processes, cost estimating and other related activities.

Potential Comprehensive Plan Policy Amendments/Additions

Following is a set of possible Comprehensive Plan policies to help implement the Riverfront Vision Plan. This policy language will be further refined in the coming months as it is reviewed by members of the public as well as the City's Planning Commission and Council. Most of these policies are new, although some may be incorporated by refining existing Comprehensive Plan policies.

Economy

- ◆ Prioritize siting of water-related businesses along the river.
- ◆ Continue to encourage and support a variety of businesses within the Columbia riverfront area

to maintain the area's eclectic business mix and working waterfront character.

Housing

- ◆ Ensure that future residential development in the Columbia riverfront area is designed and scaled to be compatible with the area's architectural and physical character and to preserve visual and physical access to the water within the area.

Natural and Scenic Resources

- ◆ Protect natural areas along the Columbia River for wildlife viewing.
- ◆ Replace invasive plants with native species as part of restoration projects along the Columbia River or in other natural areas.
- ◆ Provide a variety of public spaces along the River Trail.
- ◆ Incorporate natural elements in the design of future public and private improvements.
- ◆ Protect viewsheds along the Columbia River, including corridors and panoramas from key viewpoints.
- ◆ East of the Maritime Museum, provide a sense of openness and connection to the Columbia River through physical and visual connections and the provision of open space areas of various sizes.

Transportation and/or Public Facilities

- ◆ Continue to maintain, repair, extend and enhance the River Trail.
- ◆ Develop and enhance safe pedestrian connections between the downtown and the riverfront.
- ◆ Create amenities such as shelters, lighting and public restrooms in targeted locations along the River Trail.

- ◆ Ensure long-term maintenance of public improvements.

Miscellaneous/General

- ◆ Promote physical and visual access to the Columbia River.
- ◆ Provide for public access to the Columbia River within private developments.
- ◆ Retain public ownership of key sites along the Columbia riverfront.
- ◆ Encourage or provide incentives for the use of alternative development forms (e.g., clustered development, narrower, profiles and building setbacks) to preserve views of the Columbia River, particularly from the River Trail.
- ◆ Consider implementation of design review, design standards or other tools to guide the appearance of new development in the Columbia riverfront area.

Appendix

Appendices are available in a separate document upon request to the City of Astoria, Community Development Department.