

APPENDIX 2: PUBLIC COMMENTS

Preliminary Concepts
Preferred Alternative

Preliminary Concepts - Public Comments

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
11/4/2021 11:03:59	Restaurants, park for families. It would be nice to see the area cleaned up where you aren't scared to walk around. Museum would be great for families.		
11/4/2021 16:24:44	As we look at adding new business districts and building new hotels I want to know what the city is doing to work on housing so that we can properly staff these new opportunities. Currently we have a staffing crisis as CMH because proper housing cannot actually be found in the city of Astoria. How can we even consider to continue to build without adequately addressing affordable housing for locals. Without proper infrastructure it just seeks to further separate the locals from tourism.	info@cambiumgallery.com	Kirista L Trask
11/4/2021 17:28:50	I want to suggest that we move quickly to replace the former popular Seafarer Restaurant as soon as possible. The site is available now between the Riverwalk Inn and the Chinook Building. The location is perfect, overlooking the marina. It would fill a void in providing breakfast and lunch to patrons of the two hotels plus those living on boats in the marina, not to mention being an attraction to local residents. A Request of Interest to developers would quickly tell us if there is interest. This can be done now while the implementation of the proposed additions in the Master Plan will take time. Frank Spence, President, Port of Astoria	frspence@bellsouth.net	Frank Spence
11/5/2021 10:31:56	Seafood based food hall for year round use. Better utilization of the 10 Pier 1 building and smaller rental units for small or industrial uses with garage space.	jsnpollack@gmail.com	
11/5/2021 14:55:31	A place to hang out- park, benches, sidewalk restaurants, etc. NOT places that are restricted access such as hotels. keep the views intact.		
11/5/2021 16:04:09			How about restraints and shipping and no longs
11/5/2021 21:30:58	I like where the "blue" scheme is headed; marketplace, food & drink, entertainment to draw both locals and tourist/cruise traffic. Parallels to Pike Place (Seattle)	gbennett@hsiprosvcs.cc	Greg Bennett
11/6/2021 1:28:02	Hard to admit... tourism is where the future is for the port. East mooring basin could be a revenue generating area, completely under utilized. The revenue lost each year due to neglect is sickening. Buoy 10 season being just over a month, I would estimate about 1/4 million of lost local revenue. Astoria is a Gem, full of rich history, I would hope the port would work at maintaining the history of our area. The trolley..... another under utilized revenue source. I know there's a huge divide between old and new Astoria, but there's a opportunity for both sides to move forward and benefit	glidler@hotmail.com	Gary L Idler
11/6/2021 8:05:05	This is exciting. As homeowners who live on the river and walk the port regularly, we often comment on how much potential there is for it to be a vibrant and welcoming area. We are regular cruisers who have sailed into Astoria, and it is one of the least attractive ports.	lindagannon@cox.net	Linda Gannon
11/6/2021 14:17:46	Has the committee discussed the sewer/water treatment need? As I understand from recent articles in the Daily Astorian, the sewer/water treatment in Astoria is already at capacity. Additional services on the system would overload the system.	malcolmcotte@gmail.com	Malcolm Cotte
11/6/2021 21:42:53	We love these schemes! Our thoughts: Improving the access roads through this area would be important, as included in the plans. Love the fish market idea. Local artisans having permanent stalls as a next step up from the farmers market which is seasonal. Welcoming cruise passengers with info about the area, and turnarounds for buses to take people downtown or excursions, with electric charging stations for the buses :) Locally owned cafes and bakeries would be great as many people use the Riverwalk and a nice place to stop for a drink or a bite would be well used year round. Bike rental would be good for Riverwalk riding. Please include LOTS of places to sit and look at the river activities - comfortable seating that can withstand the weather. Info about and celebrating the trolley and the opportunity it offers to move people along the river front would be good too.	judith.huck@comcast.net	Judith Huck
11/7/2021 8:46:16	Keep the industry, but clean it up. It's part of the heritage. Build a new low profile hotel and fantastic affordable restaurant at the marina, as well as a proper food truck court, waterfront park connected to the Riverwalk and trolley. Build a place for local fishermen to easily sell their catches. Resist the urge to go too cutsey or froo-froo, clean it up nw-style.	Rskozinski@gmail.com	
11/7/2021 13:37:57	I'm very supportive of the City and Port working together to redevelop the port property. I like the initial schemes. The only thing that jumps out at me is the proposed "Community Center or Hotel" on the east end of port property. (Orange Scheme East, Slide #37) I didn't think Hotels/Motels were permitted in the BVO. This is a parcel that might not need to be modified at all to meet the mutual goals of the port and city: an aesthetically pleasing, hard-working waterfront. Thank you!		
11/7/2021 15:30:01	I see a maritime village with shops restaurants and yes even a fish market. Think of San Diego in the 90's, mystic seaport, one could not ask for a better location	R.jenssen1@hotmail.com	Robert Jenssen
11/8/2021 6:28:46	I support an earlier comment about the need to have a visible Historic Port of Astoria kiosk with photos, graphics and text similar to the ferry history interpretive panels at Pier 14. Photos of the port buildings and ships from the early 20th century are essential in telling the story of this significant place in Astoria history. Some interpretation of the geology of the Columbia River mouth area and how it differs from the Columbia River Gorge would also be instructive and of interest to visitors and residents.	ericwheeler2@gmail.com	Eric Wheeler
11/8/2021 8:57:49	Are you referring to the port docks? If so I get very tired of seeing loaded ships pass us by headed for Longview, Kalama,, Portland etc. Opening up the docks again would provide much needed revenue and provide employment for the area. I say open the back up. To heck with more hotels, motels and restaurants Let's address the needs of those who live here first. Restaurants etc. provide seasonal employment. Why not address long term economics. I realize to do what I'm suggesting is expensive. But the return would be great. It may take time, but truly worth the wait. Astoria needs to decide if it wants to be a tourist trap or a community of people who have lived and worked here for generations.		

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11/8/2021 13:12:07	<p>Both plans look innocuous and derivative from previous studies, with modern updates. I'm guessing Will Isom emphasized simplicity with potential elements of beauty and grace, all relatively easy and relatively inexpensive to maintain. Sounds like some of the best of Astoria. Whichever "scheme" can actually come to fruition is best. *** A cruise terminal should include an abundance of regional salvaged materials, local skilled workers in wood and metal, and be designed to win international awards. *** I don't know if there's that much difference between mooring basin and marina, but I see value in branding The Basin, both as a moorage and as a unique neighborhood bar. *** Is something in the works for Pier 1? Seems that way. Transparency, please. *** Appropriate to include Henry Balensifer in the stakeholders group, since Warrenton has the best view of the port, but can imagine naming him as the "south county" representative could be insulting to actual south county people. *** Will the low-hanging fruit and some dollar estimates be included in round 2? *** IMPORTANT to consider, and unwise not to consider, Uniontown Reborn, whatever Fort George has planned that they are willing to reveal, and this master plan together -- for aesthetic and financial reasons as well as to avoid a redo of the redo of the redo of the revision of the development code to meet the needs. *** Look forward to the next presentation. *** Thanks for the opportunities to comment.</p>	cindyleeprice@gmail.com Cindy Price
11/8/2021 14:52:43	<p>Of the proposals, the Blue plan seems to have most logical decision making, orange moves the fish market too far away. With regards to both I would strongly urge against unnecessary roadworks and encourage pedestrianisation. Hotels would also be vital to any success from this development as the citys limitation across the board is capacity due to the shortage of homes and hotels.</p>	mathisonium@gmail.com Chris Mathison
11/8/2021 17:42:46	<p>Too many failing infrastructures. Fish processing dock- fixing it could make it safer and more efficient Empty building at west mooring basin-possible office spaces or storage rental spaces for boating customers. the east mooring basin- lost revenue from slip rentals, make it a public fishing pier which could possibly support food carts in the parking lot or a small bait shack. And the pier 1 wasted space, used to be logs. Maybe there is another material to move out of there. I just don't want to see a working port get changed into a tourist dependant location.</p>	anewman622@gmail.com Allen
11/8/2021 20:09:40	<p>This is so out of touch with astoria needs-no more hotels, stop relying on tourism- why assume there's local support for cruise ship industry? No where in the proposed plans does it address equity and inclusion. Do better.</p>	
11/8/2021 22:05:01	<p>From the Orange Scheme I liked the Overlook and Welcome Center location and the Fish Market / Factory Tour at Bornstein's.</p> <p>From the Blue Scheme I liked the Footbridge leading to the Boardwalk at the redeveloped (Tall & Narrow) Hotel location, The Fishing Village concept, the Mixed Use Building by Bay St. and Opening Bay St. (likely one way from Bay to Basin) to Port traffic.</p> <p>I like keeping Marine Industrial Usage on Pier 1.</p> <p>I agree that West End Mooring Basin is a preferred name over just Marina.</p> <p>I also thought the Mixed Use Building at Basin St needs to keep the View Corridor open, but it could be designed to allow for a temporary (maybe tent like) structure to close across the view corridor of Basin for larger events.</p> <p>The Intersection of Portway and Gateway needs help to enable a better flow with trucks and busses. Design that encourages the pedestrian traffic to cross closer to the marina corner will help with traffic and safety issues.</p> <p>The last point is a new Inter-Modal connection can be established on Pier 1. This would be running the Trolley/Train Tracks out to the end of Pier 1 at the Cruise Ship Terminal. The tracks still have the old spur that begins near the Riverwalk Inn Sign and goes into the intersection of Portway and Gateway, but it has been paved over. They can continue along the fence next to the Marine Industrial area in the Fire Lane path, built in a method that can be driven over for Safety and dual Access. This could enable the Trolley or a future tram to shuttle passengers from the ships closer to Gateway where Bus / Taxi / Shuttle / Trolley / Car/ Bike/ Walking, etc. connections can be made at an easier to access/control location.</p>	Dan Hauer
11/9/2021 6:00:56	<p>Flood preparedness to mitigate damage costs from rising waters and flooding that we will be facing in our warmer future.</p>	
11/9/2021 10:19:02	<p>Overall, the ideas seem reasonable and create a public waterfront area. However, the public has been very adamant during the Riverfront Vision Plan and Bridge Vista Overlay processes that they want views protected. The view corridors on Basin and Bay Streets should be protected as they were critical during the City Council adoption meetings to respond to the desires of the public. Buildings north of the River Trail should not exceed the maximum building heights of the Code Overlay Zones and should follow the building orientation of the Overlay Zone. If a hotel has to be built, the Blue Scheme is better as it puts the building south of the River Trail at Bay St. A hotel directly west of the Maritime Memorial would detract from the Memorial. The proposed hotel west of the mooring basin is better. The Pedestrian Oriented District has specific regulations on signs and the proposed identification signs may not meet those requirements such as pole signs are not allowed and monument signs are limited to 5' high. The allowable Port changes to the Code do not allow changes to the Ped Oriented Dist regulations.</p>	
11/9/2021 20:02:37	<p>Upgrade/remodel motel to reflect historic design. A small covered park/seating area to watch docked boats and ships in river. Take a public poll to see if a building to store boats and extend amount of boats that can dock here year round.</p>	corgi19@gmail.com

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11/9/2021 21:43:16	<p>If it is for seasonal, some semi permanent booth for local artist to rent out by the month or food truck etc. this doesn't need to be expensively build. Bike link for easy access bike parking etc.</p> <p>If it is for all year round, suggest to some what solve housing issues otherwise there will be no workers.</p> <p>Really love the fish market idea but in order to attract everyone and get the goal achieved, it needs to be multiple stores available and open all the time. Seating for eating, covering when rain are important.</p> <p>Local art sculpture etc would be very nice. I think something symbolic and attract tourist and make it a destination</p> <p>Ok... for now :)</p>	Candy.yiu@gmail.com	Candy Yiu
11/9/2021 22:48:42	<p>Plan for the Street connecting bay & basin in with the rest of the portway and Hamburg circuit is an excellent idea. Just allowing for extra traffic and large vehicle access should increase marketability for the properties in the proposed area. I liked the Blue plan More so because it still allows for a hotel on the marina...which I will never use but still I understand the need for hotels in the area and I think this is a great location. Us locals know how bad the red lion building waswhen it was still the red lion. I as a former volunteer Firefighter personally responded with the FD after guests were dumped into the marina off one of the decks that had collapsed from under them... The market idea is great gives the food trucks a centralized loCal vs random parking lots in the ghetto that is union town. I also believe a lot of the anti social behavior would disappate with constant use of this area vs the current scenario where the sun goes down and the needles come out. I know the business are based on who wants to move in but I would love the port to Honor the Finnish heritage of the area with the riverwalk via any signage in the area. This part of town was where the Scandinavian immigrants lived for the most part almost a quarter of the towns population is decended from those people....My Family....Astoria is less and less the town I grew up in; as a fourth gen resident it would be nice to pay some homage. On a personal note...I find it appalling the former mayor didn't know what businesses were down in the bay basin street area. I'd say port issues were the most prominent issue of her term. P.s Bring back the Port of Astoria Water tower haha</p>		Joshua Takko
11/10/2021 13:00:04	<p>Strengthen the Astoria Riverwalk (more lights, better maintenance, better transition surfaces over rr rails...). Preserve visual connections and corridors from highway.</p>		
11/10/2021 14:45:40	<p>I liked both concepts presented. Yes to a fish market! It seems market location should be based on what's most feasible for Bornstein's. It would be great to include some family-friendly play equipment, similar to Hood River's waterfront park. Most importantly though, I'd love to see workforce housing considered in the upper levels of the mixed use building.</p>	znemlowill@gmail.com	Zetty Nemlowill
11/10/2021 19:40:43	<p>Put a Ferris wheel like Seattle has. Such a tourist attraction</p>		
EMAILED RESPONSES			
	<p>Quick thoughts, while they're hot:</p> <ul style="list-style-type: none"> • Great job Mike Z. (and crew), Will, and Brett E. for running the meeting and responding well. • The oceangoing cruise ships are a big deal, but as stated before shouldn't dictate. But, if we are soliciting them we need to have decent facilities. • Wind energy is up and coming for the port piers as a renter, but totally contradicts the fishing industry. Therefore, the fresh fish plaza. Future politics to be considered. • If the designated 70' view corridors get blocked, they are more than compensated by the removal of the Riverwalk and Chinook building removal and the proposed replacements. Also, the majority of the residential views are above 101 which are already above the port area. This is the best vertical height area in the town. Stack' em high. • Someone wants walking access to the river. This is not the spot. Personally, I wouldn't jump in. • The bicycle thing is nice, but let's not encourage it. Maybe a Cycle Oregon, but daily it doesn't fit with the trucking. Not just the west industrial side, but the east side will be tight if the plan draws the masses of people. • A "cheap café on the water" was requested. Probably not here, but medium priced is needed. • Sideshow comment: Someone said we need to look to the future outside commercial fishing. Correct, but when I was young the west basin was dominated by commercial fisherman which sustained the café year round. That sustained the Thunderbird's (then the Red Lion, then the Riverwalk) existence in the off season. Ironic, that fishing is now the side show that might bring it back. • Councilor Hilton is correct. Let's not call it the "marina". Most water towns have those. It discounts the last part of "real" Astoria we have left. And, that goes for whatever is going to be called the upland version of the project within our scope. "Red Light Port District" won't pass for many reasons, but it needs something salty and gritty enough to get the job done. "The Fish District", for example, says a little something about what you're about to experience. • There was a comment about the west end basin's moorage make up. Not our job. Whatever comes out of this will dictate that. <p>Sorry for the rant, but if I did it later it would be diminished, like the rest of the PAC 12 will feel like it when the Ducks are done playing football.</p>		
	<p>Great points, Kurt, particularly the "stack 'em high" comment. I was trying to picture how large a structure it would take to actually block a view from any house on the West end of town.</p> <p>Good job, all.</p>		
Hey so I tried to get Brett to call on			

GOOGLE FORMS RESPONSES

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<p>Hey so I tried to get Brett to call on me in last night's meeting but he wouldn't. It seems to me that with Uniontown Reborn, the port's master plan and the parks and rec grant for lighting and wayfinding as well as Fort George's goal to light up their area with historical lighting, we've got an overall Uniontown image issue coming our way. We're talking about millions without a single clear image. Reborn is west marine drive, the port is waterfront, fort George can do whatever they want and then there's the Riverwalk lighting and the memorial area. It seems like there needs to be a Uniontown vision committee kind of keeping an eye on all of these different entities. I'm afraid without it, we might just get all chopped up.</p>	<p>From DK - Yah, not the point. And that whole plan has been Wil's plan for two years already. I heard nothing new that he hasn't already stated. But it does bring up that ODOT is planning to redo our crosswalk sometime soon and yet a new street on port property would punch in a need for a stop light. So we'd end up doing redos of redos of redos. Who is keeping an overall watch on all of the projects? Nobody. Planning commissioners are all downtowners. Brett's a downtowner. Who is going to point out that way finders are part of the Riverwalk grant and yet they might not line up with Port's vision of a more modern look while Fort George is installing historical lights on w marine drive that benefit only them. No vision, no overall visionFr.</p> <p>From Brett -</p> <ol style="list-style-type: none"> 1. There was a question of a new stoplight last night. Nothing is determined or confirmed about that. ODOT has and will continue to be included in conversations. All of the transportation needs and prior plans are being considered. The purpose of your staff and consultants are to ensure that plans line up. 2. Jonah from parks is included as a part of this team. Parks Board Chair Norma Hernandez was a stakeholder interviewee. As I mentioned in the prior email, a consistent design of all wayfinding along the Riverwalk is being designed. This will be in keeping with the Council adopted wayfinding Masterplan. 3. I called Chris Nemlowill on her statements on lights at Fort George. Fort George has no plans to install lights along Marine Drive. Or the Riverwalk counter to her statements. <p>Thanks Brett</p>		
	<p>Joan, I am again forwarding this response to all of city council so all have the same information. The quick answer to your questions as to if there will be oversight as to future lights in Uniontown is yes. All lights along the riverwalk are uniform with one exception being in front of the Holiday Inn Express and Maritime Memorial. There are historic street lights used in that area. These were desired by the Uniontown Association when the City put those in several years ago. The City coordinated with that group then and would do the same in the future when new lights are proposed.</p> <p>In all other areas of the riverwalk (inclusive of the Port of Astoria trails on the piers and downtown trails we use concrete bollards with Louis Paulsen (Scandinavian design) toppers. These were first installed in the stretch east of the Maritime Museum and then again when the trail was extended in the Port. On trestles, we utilize a bulkhead light. The lighting projects with grant funds for lighting are using these two standards. No new standards are being introduced.</p> <p>The lighting projects currently funded will add bulkhead lights on the trestle east of the Holiday Inn consistent with other trestles. The City did not include any riverwalk lights west of the Maritime Memorial as a part of the current grant applications. The reason why is the Port Waterfront Masterplan is in ongoing and there needed to be a final determination of future pedestrian paths through that area and there needs to be discussion how to bridge the style of lights in front of the Maritime Memorial and Holiday Inn to the Louis Paulsen lights to the west in the port. Astor West funds could be utilized or leveraged for a project there.</p> <p>Diana Kirk mentions lighting in front of the Fort George campus. They have added lights on their building but there are no new public riverwalk lights proposed through their campus at this time.</p> <p>There has been discussion about what would happen should ODOT rebuild the highway through Uniontown in conformance with Uniontown Reborn. In that case there would be a design process to make decisions.</p> <p>I would note an associated note there will be new wayfinding signage through Uniontown as a part of the grants received. Jonah has been working with stakeholder groups to gain public input and has been working with Dan Haur of the Uniontown Association. Dan has told Jonah that he will share details of the sign proposals to his group. I would further note that Dan told me recently that Diana Kirk has not been participating with the Uniontown Association. One item which Diana has been publicly stating is the need for directions to businesses along the waterfront. That has been a desire of ADHDAs as well. There will be QR codes on signage along the riverwalk which will pedestrians can scan to learn more about what businesses are in the neighborhoods. This was determined to be the best approach as businesses change and signage stays up for decades. Jessamyn West has agreed to reach out to the Uniontown and Uppertown business groups so that they can assist in creating their own respective list of businesses and subsequently maintain that list to be accessed by the QR code.</p> <p>Jonah is doing one more round of comment from the stakeholder groups and it is expected this will go to Council in December for your final review.</p> <p>Thanks, Brett</p>		

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	<p>Jim Santee 42162 Bagley Lane Astoria, OR 97103</p> <p>Sunday, November 7, 2021</p> <p>Ladies and Gentlemen:</p> <p>I would like to comment on the proposed Port of Astoria waterfront development. I briefly viewed the slides and the consultant's report. It was nearly like the one I proposed to the Port circa 1990. When I returned to the Astoria area in 1988 I was absolutely sickened by the way the Port was operating and the corrosive social-political mess that surrounded Port operations. I have traveled throughout the United States and several foreign countries and personally viewed port redevelopment projects so I can speak with some degree of knowledge. What has been proposed should have been done forty years earlier. Is the Port responsible for all its problems? The answer is no. There is a shared thread of guilt running directly into a few other surprising directions as well. I have well documented in my draft autobiography where all this came from and it is ugly.</p> <p>If you decide to follow through with this project it will be very successful and will bring a big economic shot in the arm for our entire region. There are two or three additional phases that should be part of the planning process for the future and would bring a lot of additional value to the table. Part of this will come from back room planning discussions of the Lewis and Clark Bi-Centennial program of many years earlier. If you wish me to outline the follow up phases I can do this. But I would prefer it to be in person and not Zoom. It is not based on theory but essential "ground truth". If you wish to get another view of the possibilities and opportunities, meet me at Waterloo Station in London on May 7th.</p> <p>Wish you all the best in your efforts. Now grab a shovel and start digging, and hand over a hammer and start driving nails. Get it done! No more excuses. No more consultants. No more focus groups. No more visioning sessions.</p>		
FACEBOOK POSTS			
	Kathy Heino Lucas - Astoria got what it wanted....tourists.		
	Ronda M. Hedeem - Quit allowing 4 story hotels.		
	Hugh McKenna - How many consultants do you need to consult before you do anything?		
	Kelly Shipley - Port property should pay for itself. If it doesn't it needs new property managers.		
	Kenneth Carole Barnhart - When you undertake public involvement and ask citizens for input, it is important that you carefully consider their input. Afterwards, summarize what you heard and give your responses so people know that they were heard.		
	This hasn't been true in past instances, so I and probably others are not willing to waste time providing input when it appears what is desired is to check the PI box and proceed with preconceived plans.		
	Kaye Davis - Kenneth Carole Barnhart sometimes I believe they hold the public forums to fulfill a requirement. Anyways that is what it seems like to me.		
	Kenneth Carole Barnhart - Kaye Davis That was my point. It appears they need to say that they did public involvement (check the PI box).		
	Paul Johnson - Please identify all living wage jobs the port is currently supporting. Please include medical, dental and vision benefits.		
	Diana Kirk - Paul Johnson Wil at the Port has all of that information. It's quite impressive what a Longshoreman makes. I had no idea. And the Port also supports its tenants who employ hundreds. Some of those employees are also my housing tenants. Glad they have steady jobs.		
	Paul Johnson - Diana Kirk How many days did these longshoremen work at the port of Astoria and how many days did they have to travel out of town "coos bay, Longview, Seattle, Portland and L.A to find work. Their monthly/yearly wage had very little, if anything at all to do with the port of Astoria.		

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	Diana Kirk - Hmm, I sat through all those budget meetings in 2019 for the Port. The amount of jobs tied to it, was a pretty big part of that report. I think you might be a bit mistaken in how important the Port is to Astoria. Economically. The sports fishing industry alone brings millions to Uniontown and the commerical industry from just three canneries alone employ people all over the State and all the way up to Alaska. So I'm not really sure what you're argument is here except maybe just to argue?		
	Shel DeMase - As someone that does not live in Oregon, but most of my consumer dollars are spent in the Astoria/Warrenton area, I'd like to point out (remind the powers that be) that traffic in downtown Astoria is very slow and tedious, and parking is very difficult, even in the slow season. Please keep this in mind as you make future plans for the waterfront. I know a lot of people that might stop spending money in downtown Astoria if traffic and parking got worse.		
	This is not a complaint to say don't add any more businesses. It's simply a reminder that improvements in roads and parking need to come with any expansion of the waterfront. Thank you.		
	Diana Kirk - Shel DeMase Roads belong to ODOT, not the City and not the Port.		
	Shel DeMase - Diana Kirk But they may need to get together to talk about what needs to be done. If those in charge of the port or any business wants to start up or expand in any city or municipality, then different offices and agencies should come together to discuss all the issues involved in the creation or expansion. Everything from where a parking lot entrance is located, to possible need for traffic lights at that entrance, to impact on the environment, and so much more, is part of the planing. Different agencies are eventually involved, or should be.		
	ANY business or organization that fails to look into how their business (whether new or expanded) impacts the community (including traffic) and/or does nothing to resolve the issues is irresponsible.		
	Berit Madsen - Shel DeMase maybe a "By Pass" is in order!		
	Letha-Ann Cooper - Shel DeMase perhaps more businesses should be enticed to locate on the Washington side so the traffic here in Downtown Astoria isn't so bothersome		
	Shel DeMase - Letha-Ann Cooper I'd love that. What can YOU do to make that happen?		
	Shel DeMase - Letha-Ann Cooper And, if you work, why not tell me who your employer is, so we can work on making sure the Washontonians who spend sooooo much money in Astoria make your employer one of the first we replace with a business on the WA side. Come on. Don't be shy. Let's here more of your sarcastic snark that you think is so smart. Come on. You want less money coming from Washington, so help us do it.		
	Shel DeMase - Berit Madsen For those on their way farther east, yes that would be great, regardless of where they come from. For the thousands of Washingtonians that spend A LOT of money in Astoria, better parking and traffic planning would be the smart thing to do.... See more		
	Shel DeMase - I find it amazing, and unbelievably ignorant, that so many Astorians love to put down those from outside Astoria, for coming to Astoria and and SPENDING MONEY. LOTS OF MONEY. Without our consumer dollars, without consumer dollars from those who do NOT reside in Astoria, the FACT is Astoria would become a run down abandoned wasteland. Astoria could never survive if the only people who spent money in Astoria were those who live there. It's a good thing these ignorant critics don't run the show.		
	Berit Madsen - Diana Kirk you are right But any talk in the past of a "By Pass" (Truck route) was thumbs down from the businesses in Astoria. They were afraid of losing business. The trucks are not getting smaller these days . Just a suggestion.		
	Berit Madsen - Shel DeMase you sound so angry! I agree that the parking is limited and for handicaps next to none.		
	Letha-Ann Cooper - Shel DeMase It's much easier to criticize Astoria than to figure out why your own town doesn't have the services that you require		

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	Shel DeMase - Letha-Ann Cooper Ah, yes, clicking on the LOL emoji, works to show ignorance every time.		
	Redd Mann - Corruption country, is home to assholeys, good place to find criminals of the highest level....all holding office.....		
	Brandon Hiza - There would be many more jobs if we had an active water front. Where people could come and get seafood from smaller mom and pop operations. Look at Newport and the income generated on their waterfront and then look at Astoria and their dilapidated docks at both ends of the town. This town was built on the fishing community but the water front has fallen into disrepair in most areas. Good things are coming! And what is to come of east basin? Will there be future plans there as well?		
	Allen Newman - Brandon Hiza this times a million.		
	Gus Fennerty - Maybe we could establish a port district to deal with the dilapidated docks.		

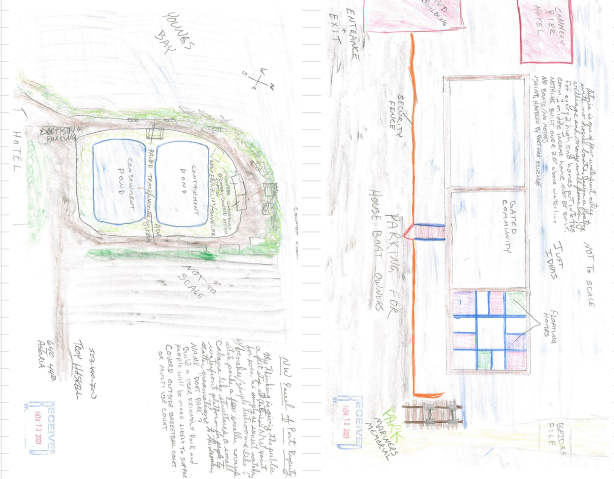
Timestamp What are your thoughts? What are your ideas? What opportunities do you see? Email address - to be indName (optional)

Scott Mclean stopped in to express his concern with the placement of the watchtower and the idea of planting trees over and along the water. Specifically that as they get bigger they will break through.

FACEBOOK POSTS

Various dates No relevant comments (only a discussion regarding Zoom)

Dropped off submission / other 11-12-2021



They got tired to get Brett to call on me in last night's meeting but he wouldn't. It seems to me that with Lieutenant Nelson, the port's master plan and the parks and rec grant for lighting and wayfinding as well as Fort George's goal to light up their area with historical lighting, we've got an overall downtown image issue coming our way. We're talking about millions without a single clear image. Nelson is west marine drive, the port is waterfront, Fort George can do whatever they want and then there's the Riverwalk lighting and the memorial area. It seems like there needs to be a Lieutenant Nelson committee kind of keeping an eye on all of these different entities. I'm afraid without it, we might just get all chopped up.

PORT OF ASTORIA WATERFRONT MASTER PLAN



WALKER MACY