



AGENDA

ASTORIA PLANNING COMMISSION

February 27, 2018
6:30 p.m.
2nd Floor Council Chambers
1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a. Pending Receipt of January 24, 2018 Minutes.
4. PUBLIC HEARINGS
 - a. Variance Request (V17-04) by Dr. Ted Forcum to apply the Development Code “Modification of Parking Space Requirements” for Cannery Loft Condominium Building A for the required potential 18 off-street parking spaces to provide 11 spaces on-site and 7 spaces within the right-of-way for potential future and existing uses within the ground floor units, and for a partial reduction in the number of spaces required for the existing personal service establishment/spa from the required one space per client chair/table. The request is also to apply the “Modification of Parking Space Requirements” for Cannery Loft Condominium Building B for the required potential 18 off-street parking spaces to provide 13 spaces on-site and 5 spaces within the right-of-way for potential future and existing uses within the ground floor units. The buildings are located in the S-2A Zone.
5. REPORT OF OFFICERS
6. WORK SESSION
 - a. Proposed code language for emergency shelters.
7. STAFF UPDATES
8. MISC
9. PUBLIC COMMENTS – NON AGENDA ITEMS
10. ADJOURNMENT

THIS MEETING IS ACCESSIBLE TO THE DISABLED. AN INTERPRETER FOR THE HEARING IMPAIRED MAY BE REQUESTED UNDER THE TERMS OF ORS 192.630 BY CONTACTING COMMUNITY DEVELOPMENT DEPARTMENT, 503-338-5183.

STAFF REPORT AND FINDINGS OF FACT

February 16, 2018

TO: ASTORIA PLANNING COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT



THROUGH: NANCY FERBER, PLANNER



SUBJECT: VARIANCE REQUEST (V17-04) BY DR. TED FORCUM FROM OFF-STREET PARKING REQUIRMENTS AT 3930 ABBEY LANE (BUILDING A) AND 3990 ABBEY LANE (BUILDING B) IN THE S-2A ZONE (TOURIST-ORIENTED SHORELANDS)

I. BACKGROUND SUMMARY

A. Applicant: Dr. Ted Forcum
10139 NW Skyline Heights Drive
Portland OR 97229

B. Owner: Nomadic Properties LLC (Ground floor condominium units)
10139 NW Skyline Heights Drive
Portland OR 97229

Cannery Loft Storage LLC (Building A Unit 107 & Building B Unit 108)
10139 NW Skyline Heights Drive
Portland OR 97229

Nomadic Properties LLC (Building B Unit 103, 104, 105, 106, 107)
Coastal Family Health Center
10139 NW Skyline Heights Drive
Portland OR 97229

Cannery Loft Partners LLC (Communal areas)
c/o Cannery Loft Holdings LLC
4380 SW Macadam Suit 190
Portland OR 97239-6404

C. Location: Building A - 3930 Abbey Lane; Map T8N R9W Section 9AA, Tax Lots 90101, 90102, 90103, 90104, 90105, 90106, 90107, 90108; Cannery Loft Condominium

Building B - 3990 Abbey Lane; Map T8N R9W Section 9AA, Tax Lots 80101, 80102, 80103, 80104, 80105, 80106, 80107, 80108, 80109; Cannery Loft Condominium Stage 2

- D. Zone: S-2A, Tourist Oriented Shoreland
- E. Lot Size: Building A - Approximately 1.02 acres
Building B - Approximately 1.2 acres
- F. Proposal: Building A - variance from the required potential 18 off-street parking spaces to provide 11 spaces for potential future and existing uses within the ground floor units of 6,953 gross square feet. In addition, the applicant requested a variance from the one space per chair for the salon which currently occupies approximately 2,286 gross square feet with four chairs.

Building B - variance from the required 18 off-street parking spaces to provide 13 spaces for potential future and existing uses within the ground floor units of 7,534 gross square feet

Allowable Uses in S-2A Zone	Space/Per SF Required by Article 7	Parking Allocation
Arts & Crafts	1/500	1
Retail	1/500	1
Professional and business office	1/500	1
Public or semi-public use	1/500	1
Repair services	1/250	2
Eating, drinking and entertainment w/o drive through	1/chair/table	No more than 35% of space (2 units)
Personal service establishment	1/chair/booth	No more than 35% of space (2 units)
Educational establishment *	1/300 SF	No more than 35% of space (2 units)
Daycare *	1/employee	3
TOTAL AVAILABLE		18 spaces

* Not allowable uses within the S-2A Zone

II. BACKGROUND INFORMATION

The request for the Variance is for two separate buildings within the Cannery Lofts Condominium development. Each building is on its own site and have separate

development possibilities. The variance request will be addressed in one Findings of Fact with specific figures for each building identified throughout the report. Due to the fact that the communal areas on the ground floor are also used by the upper floor condominium owners, the “gross” floor area for the ground floor needed to be distributed throughout all floors of the entire building. The applicant was offered several options for computing this calculation including prorating the total square footage of the communal area on the ground floor to all units, or to use the one hallway and restroom on the ground floor as ground floor gross footage. The remaining communal areas include the solid waste disposal area, fire equipment room, electrical room, hallways, and elevator.

The applicant chose to calculate the gross floor area based on inclusion of the one hallway and the restroom on the ground floor with the following results:

Building A - Ground floor gross floor area is 6,953 square feet with eight units

Building B - Ground floor gross floor area is 7,534 square feet with nine units

Subject Site:

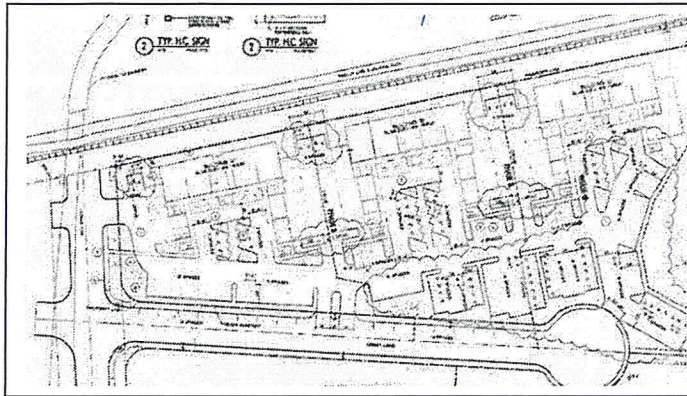
Building A site is approximately 1.0 acres in size, Building B site is approximately 1.2 acres in size. They are located on the dead-end cul-de-sac of Abbey Lane accessed from 39th Street off Lief Erikson Drive. Each site is developed with a four-story mixed-use condominium. Building A has 30 residential condominium units and eight commercial condominium units. Building B has 33 residential condominium units and nine commercial condominium units. The number of units refers to the number as it was originally constructed. Some units have been combined for a single use.



The site was originally zoned S-1 (Marine Industrial Shoreland) but was rezoned to GI in 1992 (A92-03) recognizing that the parcels were not feasible for shoreland activities as they were cut off from the River and shoreland development opportunities. With the change to GI Zone, the property was developed with residential condominium units on upper floors and industrial uses on the ground floor under Conditional Use permit (CU04-04 as amended AEP05-05). The parking for each building was allocated within a communal parking area on each lot. The ground floor of Building A was allocated 11 parking spaces and the ground floor Building B was allocated 13 parking spaces. Exact spaces were not identified, and parking could occur in any of the available spaces on the lot. Industrial use of the ground floor units did not occur, and it became more apparent that a more commercial use would be appropriate. In 2014, the property was rezoned (A14-03) to S-2A (Tourist Oriented Shoreland) to allow for a broader range of non-residential uses on the ground floor. The number of parking spaces allocated to those units did not change.

The applicant owns all of the ground floor units in both buildings. At this time, the off-street parking spaces have been allocated to the current uses within the building yet there are remaining units that are not occupied and have no available parking spaces. The applicant

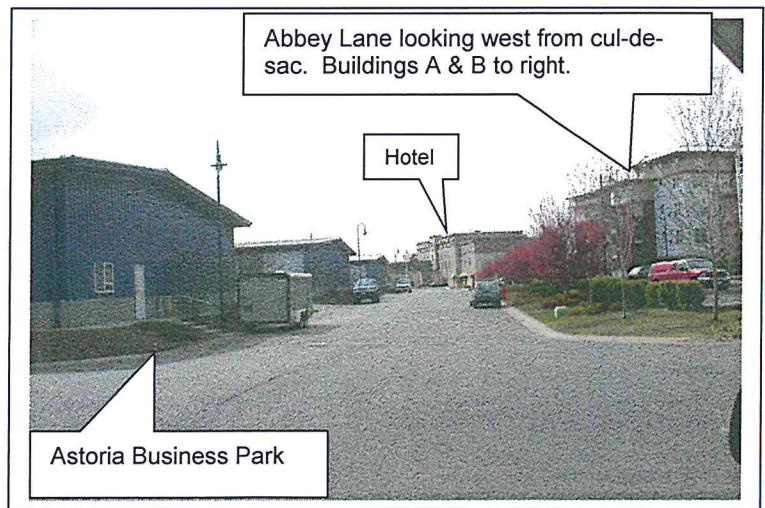
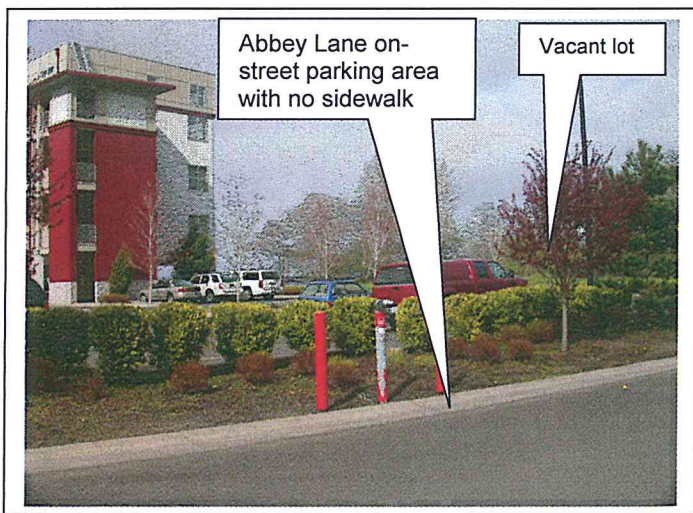
does not have definite tenants for those units at this time but proposes to market spaces as they are available to a variety of potential commercial uses. While it is unknown how much space would be utilized by each type of use, the applicant submitted a list of potential uses with some limitations on how much of the building would be used for certain uses. The proposed potential uses could require up to 18 parking spaces per building. The applicant is requesting a Variance from 18 to 11 on Building A (7 spaces) and 18 to 13 on Building B (5 spaces). In addition, the applicant is requesting a reduction in the one space per chair/table for the existing spa which has four chairs/tables.



Buildings A & B with communal parking areas

Neighborhood:

To the west across the 39th Street right-of-way is the Hampton Inn Hotel; to the northwest is the East End Mooring Basin, water area; to the north is the Columbia River, Pier 39, and River Trail (the trolley line ends at 39th Street); to the east is a vacant lot, the Alderbrook Lagoon, and wetlands; to the south are four industrial lots developed with three industrial buildings on the south side of Abbey Lane adjacent to Lief Erikson Drive. The area to the east is zoned A-3 (Aquatic Conservation). Properties to the south are zoned GI Zone (General Industrial). The area west of 39th Street is zoned S-2A (Tourist Oriented Shoreland). There are no sidewalks along Abbey Lane.



III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet, pursuant to Section 9.020 on February 2, 2018. In accordance with Section 9.020, a notice of public hearing was published in the *Daily Astorian* on February 19, 2018. Any comments received will be made available at the Planning Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 2.705 allows the following uses as Outright Uses in the S-2A Zone
1. *Tourist oriented retail sales establishment.*
 2. *Eating, drinking and entertainment establishment without drive-through facility.*
 3. *Specialized food store, such as bakery, delicatessen, and seafood market.*
 5. *Personal service establishment, excluding funeral homes.*

Finding: The above uses are proposed by the applicant and allowed outright. The applicant also indicated "Educational Establishment" and "Daycare" as proposed uses. These uses are not allowed as outright or conditional uses within the S-2A Zone and therefore are not included as approved uses with this parking variance application (Condition 1).

- B. Section 2.710 allows the following uses as Conditional Uses in the S-2A Zone, in accordance with Article 11, Conditional Uses.
1. *Arts and crafts studio.*
 4. *Non-tourist oriented retail sales establishment.*
 5. *Professional and business office.*
 6. *Public or semi-public use appropriate to and compatible with the district.*
 7. *Repair service establishment, not including automotive, heavy equipment, or other major repair service.*

Finding: The above uses are proposed by the applicant and allowed as conditional uses in accordance with Article 11. The applicant also indicated "Educational Establishment" and "Daycare" as proposed uses. These uses are not allowed as outright or conditional uses within the S-2A Zone and therefore are not included as approved uses with this parking variance application (Condition 1).

- C. Section 9.100(A.1), Time Limit on Permits, states that *"Except as otherwise provided in this Code, a permit shall expire two years from the date of Final Decision unless substantial construction has taken place or use has begun. . ."*

Finding: The buildings have been constructed and are being marketed for use. In order to facilitate tenant occupancy, the Variance is intended to run with the property and be applicable to future tenants to allow flexibility in various uses at different times. To require a parking variance with each new use delays the ability of tenant occupancy and reduces the ability to rent the spaces. Therefore, the existence of the commercial units and the list of acceptable possible uses shall constitute a valid permit that would not expire in two years should some of the units not be utilized

within that two-year period (Condition 2). As with other land use permits, the variance would run with the property even if it is sold to a new owner.

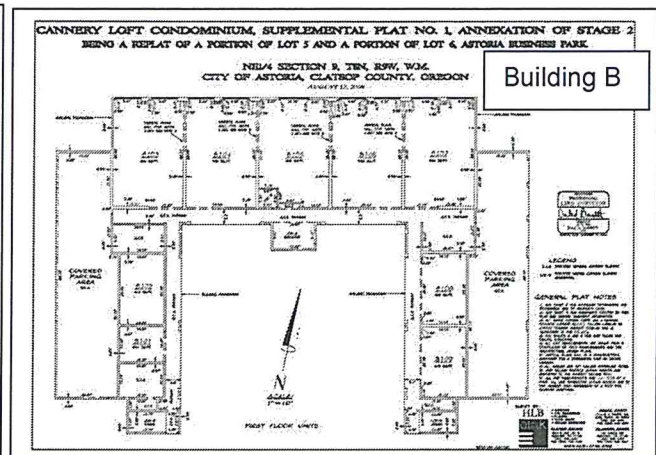
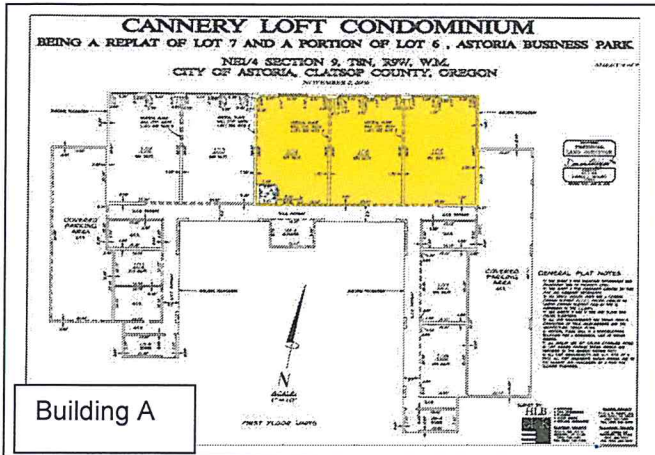
- D. Section 7.010, Parking and Loading Areas Required, states that
- “A. *Off-street parking areas and off-street loading areas meeting the applicable requirements of this Section shall be provided and maintained:*
1. *For each separate use in any building or structure erected after the adoption of this ordinance.*
 2. *For additional seating capacity, floor area, guest rooms, or dwelling units added to any existing structure or lot.*
 3. *When the use of the structure or portion thereof is changed.”*

Section 7.060.A, Off-Street Vehicle Parking Requirements states “*Except as otherwise specifically provided in this ordinance, off-street parking spaces shall be provided in amounts not less than those set forth in Section 7.100.”*

Section 7.100, Minimum Parking Space Requirements, Table 7.100 – Off-Street Parking Space Requirements by Use states that “*The following are minimum off-street parking requirements by use category. The Community Development Director or Planning Commission, as applicable, may increase the required off-street parking based on anticipated need for a specific conditional use.*

Use Categories	Minimum Parking per Land Use (Fractions are rounded up to the next whole number.)
<i>Offices: General, medical/dental, professional</i>	<i>1 space per 500 sq. ft. gross floor area</i>
<i>Personal Services (i.e. salon, spa, barber, animal grooming, out-patient veterinary services)</i>	<i>1 space per chair, table, or booth for customers</i>
<i>Repair or Service other than automotive</i>	<i>1 space per 500 sq. ft. gross floor area</i>
<i>Retail Sales, General Merchandise</i>	<i>1 space per 500 sq. ft. gross floor area</i>
<i>Community Service, including Government Offices and Services (public / semi-public use)</i>	<i>Same requirement as non-institutional use for the category</i>
<i>Eating and Drinking / Restaurant</i>	<i>1 space per 500 sq. ft. if no seating; 1 space per 250 sq. ft. with seating.”</i>

Finding: The uses within the building are proposed to be changed. Off-street parking and loading is required for the use at the time of the change. Currently, Building A is occupied by a day spa, computer repair, law office, mini-storage. Building B is occupied by healthcare office and mini-storage. These uses do not occupy all of the available units but have utilized all of the available spaces for the ground floor units. Any additional occupancy of the units would require parking based on the numbers indicated in the Code section.



The applicant indicated the above uses with limitation on the total area that would be occupied by some of those uses. The Variance is being reviewed based on the anticipated impact of these proposed uses. The uses with higher impacts such as eating and drinking are limited to a maximum percentage, as proposed by the applicant, to assure the least impact to the parking in this area. Eating and drinking, and personal services would each be limited to 35% of the building area (Condition 4). As the specific uses would change over time, the actual tenants would be limited by the number of available parking spaces. Therefore, while a use may be approved, it must still have the minimum required parking spaces. The findings of fact are based on the uses as proposed for marketing purposes. Prior to any unit being occupied, the use shall be reviewed to assure that the required parking is available. If a use requires a Conditional Use Permit, the actual number of spaces required for that use could be increased by the Planning Commission in accordance with Development Code Section 11.040. No use may occupy the building if it would require parking in excess of the available parking under this variance (Condition 5).

The requested Variance would possibly increase the number of available spaced in Building A from 11 to 18 and in Building B from 13 to 18. The actual amount of parking required cannot be determined until the actual tenants are approved. The final parking calculation would be reviewed at the time of the building permit for occupancy or the Occupational Tax application is submitted based on the proposed square footages of each of the uses at that time. Any proposed use would be required to meet the parking requirements of the Code at the time of occupancy.

The applicant also requested a reduction in the required number of parking spaces for the salon in Units 102 and 103 in Building A. The salon occupies approximately 1,824 net square feet with an approximate 2,286 gross square footage. The tenant was limited to four chairs/tables for their clients as only four parking spaces were available. The Code requires one space per chair/table with the idea that there could be a customer at each location at the same time. The tenant indicated that all four chairs/tables are not fully occupied at the same time.

However, there is the possibility in the future that they could be occupied since they are available.

- E. Section 7.030, Location, states that
- “A. *Off-street parking and loading areas required by this ordinance shall be provided on the same lot with the use except that:*
2. *In non-residential zones, up to 50% of the required parking area may be located off the site of the primary use or structure provided it is within 300 feet of such site.”*

Finding: Building A would have 11 spaces on the same lot; Building B would have 13 spaces on the same lot. The applicant is requesting application of Section 7.062 to modify the number of required parking spaces. This section would allow some on-street parking to be used toward the calculation of parking spaces. Building A is proposing to use some parking spaces within the 39th Street right-of-way, and Building B is proposing to use some parking spaces with the Abbey Lane right-of-way. These locations are within 300' of each of these sites.

- F. Section 7.040, Fractional Measurements, states that *“When calculations for determining the number of required off-street parking or loading spaces result in a requirement of fractional space, any fraction of a space less than one-half shall be disregarded, and a fraction of one-half or greater shall be counted as one full space.”*

Finding: Each unit within the building would be required to provide a minimum of one space but depending on the use and the square footage of that unit, there may be fractional spaces. Also, several units may be combined for one use. Each unit and/or single use in combined units is subject to these requirements. The multiple units within a building shall not be combined in calculating the parking such as 1.5 space requirement for one unit with an office and 1.5 space requirement for one unit with retail space combined to equal 3 spaces between the two uses. This would be calculated at 2 spaces for each unit separately based on fractional measurements (Condition 3).

- G. Section 7.050, Ownership of Parking and Loading Areas, states
- “A. *Except as provided for joint use parking in Section 7.070, the land to be provided for off-street parking and loading areas, including driveways, aisles, and maneuvering areas shall be:*
1. *Owned by the owner of the property served by the parking; or*
 2. *In commercial and industrial zones, the parking may be provided by a permanent and irrevocable easement appurtenant to the property served by the parking; . . .”*

Finding: The applicant owns the ground floor units under three separate names: Nomadic Properties LLC, Coastal Family Health Center, and Cannery Loft Storage LLC. The building was constructed as a condominium with individual ownership of units and joint ownership of the communal areas as established in the Covenants, Conditions, and Restrictions for the Cannery Loft Condominium Home Owners

Association. The allocated 11 spaces for Building A and 13 spaces for Building B are in some form of ownership by the applicant subject to condominium laws and agreements. These Findings of Fact make no assumption or interpretation of the CC&R's and/or right of ownership. It is sufficient for compliance with this section to state that the applicant owns several condominium units and is therefore presumably included as part of the communal parking are ownership.

H. Section 7.062.B, Special Exceptions to Off-Street Vehicle Parking Requirements, Modification of Parking Space Requirements, states

“The applicant’s proposal shall consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors. The Community Development Director may reduce the off-street parking standards for sites with one or more of the following features: . . .”

Finding: The applicant submitted a Parking Study Technical Memorandum by Lancaster Engineering, dated August 31, 2017. The Study addresses available spaces and the parking demand/occupancy for various uses. Lancaster Engineering based several of their findings on Section 7.062 in order to modify the parking requirements. Some of their findings concerning the Modification criteria were not correct as noted below.

- a. *Site has a bus stop with existing or planned frequent transit service (15minute headway or less) located adjacent to it, and the site’s frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;*

Finding: The bus stop is at 39th and Lief Erikson (approximately 600’ from Bldg A and 800’+ from Bldg B) and not “adjacent” to the site; there is no shelter; and it is a 60-minute wait, not 15 minutes. The 39th/Lief Erikson bus stop does not run from 5:45 am to 9:15 pm as indicated in the report. This stop is active from 8:17 am to 7:17 pm only.

The trolley does not run year-round and has a wait of approximately 60 minutes, not 15 minutes and does not run daily. Does not meet this criterion.

- b. *Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;*

Finding: There are no dedicated carpool spaces. Does not meet this criterion.

- c. *Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;*

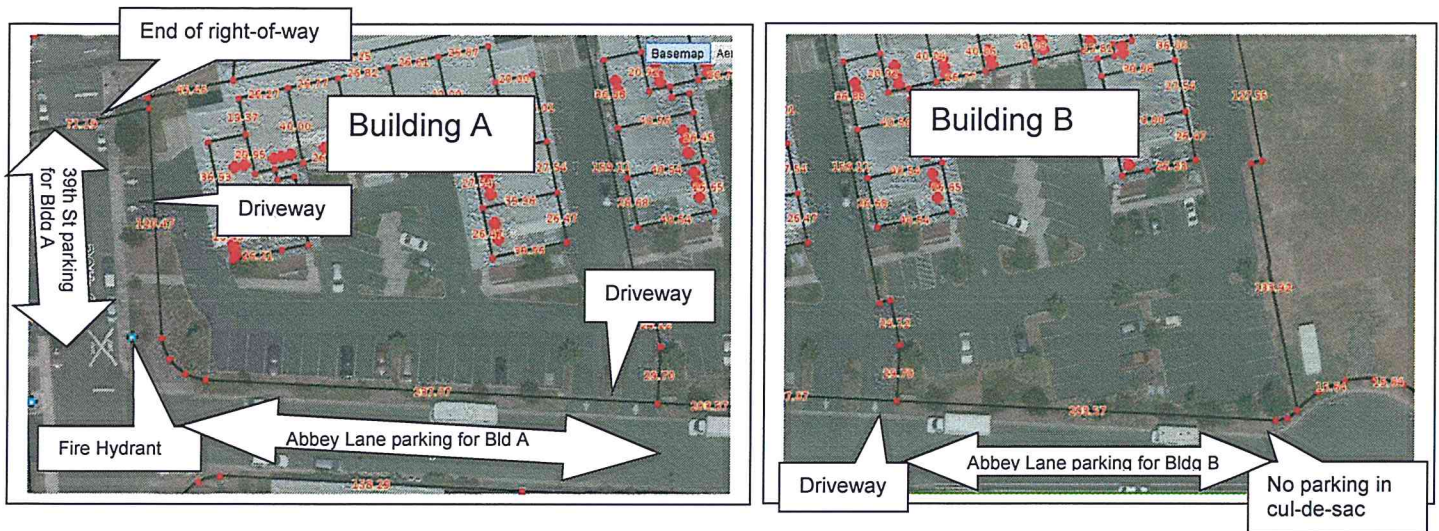
Finding: There are no dedicated motorcycle spaces. This criterion would only allow a reduction in space size and/or compact to standard size ratio. Does not meet this criterion.

- d. *Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.*

Finding: Eight of the on-street parking spaces on Abbey Lane adjacent to Building A are not “available” as they have been used in the calculation of required parking for the condominium building under Section 2.485, “Other Applicable Use Standards, Parking”. This exception was allowed in the GI Zone at the time of construction and is grandfathered as the property has been rezoned to S-2A Zone.

Section 7.030.A.2 allows up to 50% of the required non-residential parking to be off-site “within 300’ of the site”. The report refers to all of the adjacent on-street parking spaces combined for both buildings, some of which is much further away than 300’ from a building site. Each building site is being processed as a separate site as noted above, so only the on-street parking adjacent to each site separately is considered.

There are only two segments of Abbey Lane adjacent to the sites. Across the right-of-way is not “adjacent to the site” as it is considered as adjacent to the building sites on that side of the street. Only the portion of the right-of-way abutting the property line for the building can be calculated as parking available for that building under the Code Section on the Modification Request. The segment of Abbey Lane adjacent to Building A site is approximately 200’ long and could only accommodate 8 to 10 spaces maximum. The segment of Abbey Lane adjacent to Building B is approximately 200’ long and could only accommodate 8 to 10 spaces maximum. Parking is not allowed in the cul-de-sac portion of the Abbey Lane right-of-way. The on-street parking spaces are not marked at this time. A standard space is 20’ long. In some areas of the City, when spaces are marked, a 4’ buffer is identified between every two spaces; however, this is not always done. Therefore, there may be possibly 8 to 10 available spaces in each segment of Abbey Lane, not 30 as noted in the report. Building A has 8 on-street parking spaces already allocated, so one or two spaces are available for this calculation. Building B has 8 to 10 on-street parking spaces that are available for this calculation.



The “adjacent” 39th Street parking is approximately 120’ long but has a driveway and a fire hydrant that are not available for parking. The north portion is approximately 36’ long which could accommodate one standard (20’) and one compact (16’) vehicle for on-street parking. A portion of the “street” is constructed within the City-owned trolley line property and is not considered as right-of-way in calculating on-street parking. The south portion of 39th Street is approximately 60’ long due to the location of the fire hydrant and could accommodate a maximum of three on-street parking spaces. The total number of on-street parking spaces on 39th Street available for Building A site would be five spaces.



Based on the “available/adjacent” on-street parking, a possible space for space reduction of the required spaces may be allowed as follows:

Building A: Maximum of one or two spaces available on Abbey Lane and five spaces available on 39th Street for a total of six or seven spaces available within the rights-of-way. The applicant requested a variance from 18 spaces to provide 11 spaces existing for a total of seven spaces. There are six or seven spaces available.

Building B: Maximum of 8 to 10 spaces available on Abbey Lane. The applicant requested a variance from 18 spaces to provide 13 spaces existing for a total of five spaces. There are at least five spaces available on Abbey Lane.

- e. *Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.*

Finding: There are no bicycle parking spaces. This criterion would only allow a 10% reduction of the applicant's number of spaces if the required bicycle spaces were provided. Does not meet this criterion.

- I. Section 14.030.C.3, Other Applicable Use Standards, C. Access and Parking Design, for the Gateway Overlay Zone, states that *"Parking areas should be shared among various uses where a development or block is planned as a whole. On-street parking on internal streets may be counted towards the off-street parking requirements with the approval of the Community Development Director."*

Finding: The sites are within the Civic Greenway portion of the Gateway Overlay Zone and are subject to those Code sections. Section 14.030.C.3 would apply to new construction or major renovation and not to change of use. However, it is noted here to show that the Gateway Overlay Zone does support the use of on-street parking to meet some of the off-street parking requirements for new construction. While this is not new construction, the concept is allowed through the Modification of Required Parking Spaces as noted above and would be compatible with the allowable exception for new construction or major renovation.

- J. Section 7.070.A, Joint Use of Parking Areas, states that *"The Community Development Director may authorize the joint use of parking areas by the following uses or activities as a Conditional Use in every zone under the following conditions:*
1. *Up to 50% of the off-street parking spaces required by this ordinance for a church, auditorium in a school, theater, bowling alley, night club, eating or drinking establishment may be satisfied by the off-street parking spaces provided by uses occupied only during the daytime on weekdays.*
 2. *Up to 50% of the off-street parking spaces required by this ordinance for any daytime use may be satisfied by the parking spaces provided for nighttime or Sunday uses. . ."*

Finding: The Parking Study by Lancaster Engineering suggested that Joint Use (shared) parking may be a possibility on the adjacent hotel parking lot and/or industrial park building area across the Abbey Lane right-of-way. Joint use parking as allowed in Section 7.070 has specific criteria. The hours of use are critical to the joint use and therefore, the proposed use must be known. The spaces must be available and there must be a written agreement. Only 50% of the spaces may be provided through a joint use agreement. The hotel already has a joint use agreement with Pier 39 and therefore does not have any additional spaces to

share. The uses across Abbey Lane right-of-way may have some spaces that could be considered with a joint use agreement depending on the hours of operation, current uses in those buildings, and number of excess available spaces. It would also require an agreement approved by the Planner that is reviewed every five years to assure it is still active.

- K. Section 7.105.A, Bicycle Parking, Standards, states *“Bicycle parking spaces shall be provided for new development, change of use, and major renovation, at a minimum, based on the standards in Table 7.105. Major renovation is defined as construction value at 25% or more of the assessed value of the existing structure.*

Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automotive parking standard, pursuant to Section 7.062, the Community Development Director or Planning Commission, as applicable, may require bicycle parking spaces in addition to those in Table 7.105.”

Section 7.105.B, Bicycle Parking, Minimum Required Bicycle Parking Spaces, requires “1 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater” for commercial uses with 50% long term and 50% short term spaces.

Finding: At the time the structure was constructed, the Code did not require bicycle parking. However, the Code adopted in 2014 does require bicycle parking when a use changes, or *“the applicant has requested a reduction”* in parking. The units in Building A & B are not fully occupied and therefore any new use would be a “change of use” requiring bicycle parking. In addition, the applicant is requesting a parking variance in accordance with Section 7.062. Therefore, bicycle parking can be required.

The nature of some uses is not conducive to bicycle use, but with the variety of existing and proposed uses, it is reasonable that a patron/client could arrive by bicycle. The applicant indicated 18 needed parking spaces for the ground floor units in Building A and 18 for Building B. At 1 bike space per 10 vehicle spaces, each building would be required to provide two bicycle parking spaces, 50% of which need to be long term parking. There is limited area to provide long term parking as the buildings are already constructed. Therefore, it may be beneficial to provide the two spaces as short-term parking spaces as it may not be feasible to install long term parking. The applicant shall work with the Planner to determine if a long-term parking space is possible (Condition 7).

The applicant owns the ground floor units but only has ownership of the communal areas in accordance with the CC&R’s. Therefore, he does not have full control on what can occur in the communal areas. The applicant could approach the Cannery Loft Condominium Home Owners Association (HOA) to identify a potential location on each lot for bicycle parking, or the parking could be located within the City right-of-way with City approval. With the proposed “modified” parking to allow on-street spaces to be counted toward the required parking, the proposed change of uses, and the proposed reduction in the number of spaces for the spa, the addition of

bicycle parking would be beneficial to the building tenants. The applicant shall work with the City and/or the HOA to locate two bicycle parking spaces for each lot. A parking plan shall be submitted to the Planner for review and approval prior to the location of the spaces (Condition 6).

- L. Section 7.110 concerning Parking and Loading Area Development Requirements addresses the size, location, landscaping, and other design standards for required parking areas.

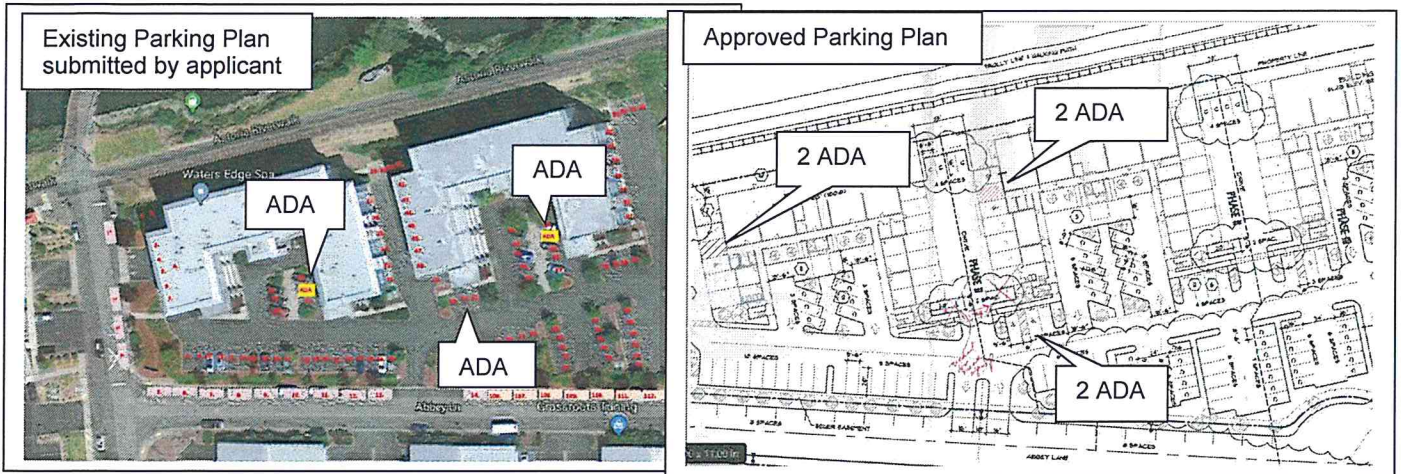
Finding: Under Conditional Use permit (CU04-04), the developer/applicant was required to improve the parking area, and install landscaping per Development Code Section 7, Parking and Loading, prior to issuance of the final occupancy permit for the buildings. All parking and landscaping improvements shall be maintained in accordance with the previously approved plans. Any changes to the already approved parking plan would need to meet code provisions and the Cannery Lofts Home Owners Association would need to submit a revised parking and landscaping plan to be reviewed and approved by the Planner.

- M. Section 7.150, Accessible Parking Spaces, concerning handicap accessible parking states

- “A. Effective September 1, 1990, existing and new parking spaces for disabled persons shall be required by law at all public and government buildings.*
- B. The size, location, dimension, and marking for accessible parking spaces shall be in accordance with current State and Federal regulations for accessible parking facilities.”*

Finding: The buildings were originally constructed with the communal parking lots accommodating two handicap accessible space on Building A site and four on Building B site. These spaces shall remain available to both the commercial and residential tenants of the two buildings.

Only two spaces are required on each lot as residential uses are not required to provide handicap accessible parking spaces. The two spaces for Building A were located in the covered parking area but have been moved to the courtyard spaces. These spaces are compact spaces and may not of sufficient size for handicap accessible spaces and only one space has been identified. Two handicap accessible spaces of approved size and location need to be identified for Building A. Building B had four spaces, two of which were in the covered parking area. It appears that these have been removed and only the two spaces remain, one south of the west wing of the building, and one in the courtyard compact spaces. The courtyard space may not meet the dimension requirements. Two handicap accessible spaces of approved size and location need to be identified for Building B.



The applicant is not in control of the communal areas including the location of the handicap accessible spaces. However, it is noted here as the applicant is required to meet the handicap accessible parking for his units. Therefore, the applicant shall work with the HOA to relocate and/or identify the required parking spaces that meet the Code requirements. A parking plan shall be submitted to the Planner for review and approval prior to the relocation of the spaces (Condition 8).

- N. Section 7.160.C, Minimum Loading Space Requirements, Commercial, Non-office, Public and Semi-Public states that “Use or Gross Square Footage of Floor Area” of “Under 5,000 sq ft” does not require a loading zone.

Finding: At the time the building was constructed, each industrial/commercial condominium unit was anticipated to be separately owned. The gross square footage of each unit separately was considered, and each were under 5,000 square feet. While the units are currently owned by one individual, the square footage of the individual units has not changed and each unit, or a combination of several units, would be occupied by different tenants, each under the 5,000-square foot requirement. If units are combined in the future for a single use of 5,000 square feet or greater, a loading zone may be required. At this time, a loading zone is not required.

- O. Section 12.030, General Criteria, states that “*Variations to a requirement of this Code, with respect to lot area and dimensions, setbacks, yard area, lot coverage, height of structures, vision clearance, and other quantitative requirements may be granted only if, on the basis of the application, investigation and evidence submitted by the applicant, findings are made based on the four factors listed below. Variations from off-street parking, sign requirements, and Flood Hazard Overlay Zone are not subject to General Criteria (refer to Sections 12.040, 12.050, and 12.055 as applicable).*”

Finding: The request is for a variance from off-street parking variances and therefore is not subject to this section.

P. Section 12.040, Criteria for Variance from Standards Relating to Off-Street Parking and Loading Facilities states that *“Variances from the requirements of this Code with respect to off-street parking and loading facilities may be authorized as applied for or as modified by the City Planning Commission, if, on the basis of the application, investigation, and the evidence submitted by the applicant, all three (3) of the following expressly written findings are made:”*

“1. That neither present nor anticipated future traffic volumes generated by the use of the site or use of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the requirements of this Code; and . . .”

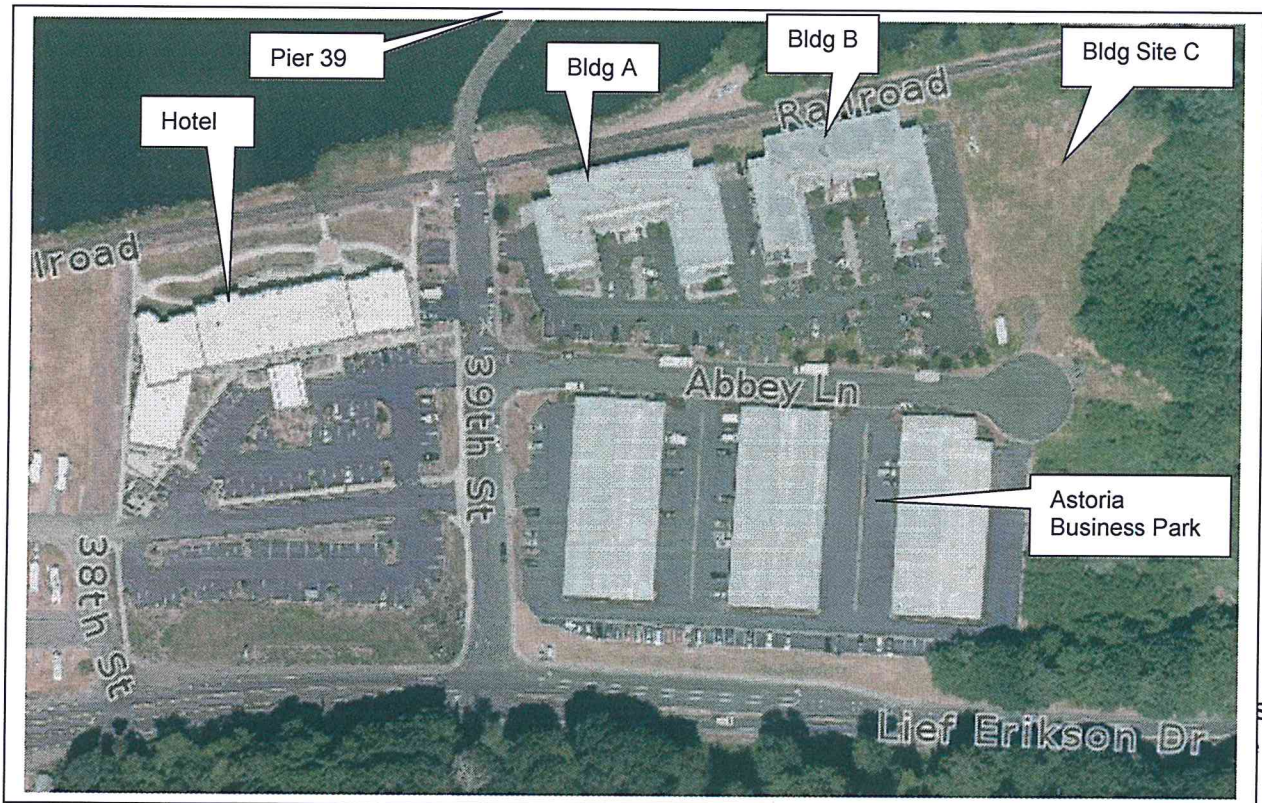
Finding: The applicant submitted a Parking Study Technical Memorandum by Lancaster Engineering, dated August 31, 2017. The Study addresses available spaces and the parking demand/occupancy for various uses. Lancaster Engineering based several of their findings on Section 7.062 in order to modify the parking requirements. The applicant also submitted a list of potential future uses within the ground floor units. These are addressed in the Parking Study.

The neighborhood is generally built out to its maximum except for a vacant lot at the east end of Abbey Lane formerly known as Building Site C of the Cannery Loft Condominiums. Building Site C has a valid development permit as it was originally the third phase of the Cannery Loft Condominium project. It is now in separate ownership, but the permit is still valid. The permit would allow construction of a four-floor mixed use residential/commercial building similar to Buildings A & B with proposed on-site parking. No building permit has been submitted for this site. The other property is Pier 39 which is located over water and has some of its required parking on the Hampton Inn parking lot. Future expansion of any uses at Pier 39 could impact parking demand in the area, but that is not addressed in the Parking Study as no new uses are proposed at this time. Any additional uses at the Pier 39 site would need to address parking prior to occupancy or approval for the use at that site.

The Parking Study indicates that the existing on-site and off-site parking adjacent to the subject property is not fully utilized. The communal on-site parking spaces, while not fully utilized, are allocated to the owners of the residential and commercial condominium units through the CC&R's. Those property owners have a reasonable expectation that those spaces are for their use whether they are used or not at this time. Since they are in private ownership and not “public” parking, they cannot be counted towards the applicant's request. However, the amount of spaces that appear to be not fully utilized does show a trend in the area and is justification for possibly allowing the “Parking Modification” in Section 7.062.B.1.

- “2. That the granting of the variance will not result in the parking or loading of vehicles on public streets in such a manner as to materially interfere with the free flow of traffic on the streets; and . . .”

Finding: As noted above, the on-street parking spaces are limited by the location of intersections, driveways, fire hydrants, cul-de-sac, and the City-owned trolley property at the end of 39th Street. Parking is proposed to meet all requirements for these areas. The remaining on-street parking spaces adjacent to the properties is available and located on rights-of-way that are of sufficient width to allow for safe maneuvering of vehicles into and out of the parking spaces. Abbey Lane is a dead-end cul-de-sac right-of-way and 39th Street is a dead-end street out to Pier 39. Therefore, there is not a large amount of traffic and with no through traffic on the straight streets, speeds are minimal and sight distances ample. On-street parking is allowed and as indicated in the Parking Report by Lancaster Engineering submitted by the applicant, the spaces appear to be underutilized and available for parking.



Q. Applicable policies of the Comprehensive Plan.

1. CP.020(3) concerning Community Growth-Plan Strategy states that “The Columbia River waterfront is considered a multiple use area. The development of this area is to be encouraged in a flexible manner, under the shorelands and estuary section.”

Finding: The proposed uses within the S-2A (Tourist-Oriented Shoreland) will allow for an increased variety of uses to potentially occur on this property. This will allow for the development of the site in a flexible manner and allow for multiple uses. The Variance for “proposed potential uses” allows for flexibility in marketing.

2. CP.015(6) concerning General Land and Water Use Goals states that *“The Plan establishes the goal of encouraging development which the City is capable of servicing. New industry or housing development should be permitted if public facilities such as sewer, water, police and fire protection, and schools, are capable of accommodating increased demand.”*

Finding: The property is currently developed with two mixed use condominium buildings. The proposed uses would allow a variety of commercial, tourist-oriented, and residential uses on the site. Based on the previously approved residential, commercial, and industrial uses, it is anticipated that public facilities should be sufficient to serve the proposed uses in this area. The proposed uses would add to the increasing vitality of the vicinity.

3. CP.200 concerning Economic Development Goal 1 Policies states that *“The City of Astoria will:*
 4. *Encourage private development such as retail, restaurants, commercial services, transient lodging.*
 5. *Provide a supportive environment for new business.*
 6. *Encourage a diversity of businesses, target firms to add to the business mix and strengthen the overall economic base. . .*
 8. *Encourage the broadening of the economy, particularly in areas which help balance the seasonal nature of existing industries.”*

Finding: In addition to the existing uses within the two buildings, the proposal is for potential business and professional offices, retail sales, personal services, and eating and drinking establishments. These uses would support the existing mooring basin, hotel, industrial, and condominium development in the area. The mixture of approved uses would also support a work/live environment within the building.

4. CP.210.8 concerning Economic Development Recommendations states that *“The City will implement Advance Astoria: Five Year Economic Development Strategy to guide day to day decisions on future investments and target five industries for development: craft beverages, maritime, research and development centered on education, health care, and seafood, seafood processing, and microenterprise. The Economic Development Strategy is hereby adopted by reference.”*

Advance Astoria: Five Year Economic Development Strategy dated July 2017, Strategy 4 states *“Ensure that adopted permitting & development*

regulations provide adequate flexibility, clarity and predictability to foster economic growth” and Action 4.1, Zoning Flexibility, states “Continue to provide flexibility in the interpretation and application of zoning requirements to encourage adaptive reuse and compatible commercial / industrial development.”

Finding: The proposed uses include “Professional and Business Office” which would include health care which is one of the targeted industries in the Advance Astoria Plan. Allowing the application of the parking Modification in conformance with Section 7.062.B would support the intent of Action 4.1 for flexibility in the interpretation and application of the zoning requirement. The exception to allow all short-term bicycle parking in lieu of 50% long-term bicycle parking would also support Action 4.1.

Finding: Some of the proposed uses would be reviewed as conditional uses subject to compliance with Article 11 at the time they are proposed for this location. If a use requires a Conditional Use Permit, the actual number of spaces required for that use could be increased by the Planning Commission in accordance with Development Code Section 11.040. Both Outright and Conditional uses need to comply with the Comprehensive Plan. The Variance would allow for these potential uses to locate at this site and the uses could therefore comply with these applicable policies of the Comprehensive Plan.

V. CONCLUSIONS AND RECOMMENDATIONS

The request meets all applicable review criteria. Staff recommends approval of the request based on the findings of fact above with the following conditions:

1. “Educational Establishment” and “Daycare” uses are not allowed as outright or conditional uses within the S-2A Zone and therefore are not included as approved uses with this parking variance application.
2. The permit shall be valid beyond the two-year maximum pending occupancy by any of the approved uses in this permit.
3. Each unit and/or single use in combined units is separately subject to the fractional measurement requirements of Section 7.040. Multiple separate units within a building shall not be combined in calculating the parking.
4. Eating and drinking, and personal services shall each be limited to 35% of the gross floor area of each building.
5. Prior to any unit being occupied, the use shall be reviewed to assure that required parking is available. No use may occupy the building if it would require parking in excess of the available parking under this variance unless a separate variance is obtained.

6. The applicant shall work with the City and/or the HOA to locate two bicycle parking spaces for each lot. A bicycle parking plan shall be submitted to the Planner for review and approval prior to the location of the spaces.
7. The applicant shall work with the Planner to determine if a long-term parking space is possible. If the Planner determines that long-term bicycle parking is not feasible, the spaces may be provided as short-term bicycle parking only.
8. The applicant shall work with the HOA to relocate and/or identify the required handicap accessible parking spaces that meet the Code requirements for Buildings A & B. A parking plan shall be submitted to the Planner for review and approval prior to the relocation and/or striping of the spaces.

The applicant should be aware of the following requirements:

Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.

The applicant shall obtain all necessary City and building permits prior to the start of construction and/or use.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

No. V 17-04

Fee Paid Date 12/14/17 By NF (cc)
Fee: Administrative Permit \$300.00
or Planning Commission \$500.00

PARKING VARIANCE APPLICATION

Property Location: Address: 3930 & 3990 Abbey Lane Astoria, Oregon 97103

Lot <u>7 & 8</u>	Block _____	Subdivision <u>Astoria Business Park</u>
Map <u>8N9WO9AA</u>	Tax Lot <u>80000 & 90000</u>	Zone <u>S2a Shoreline Tourism</u>

Applicant Name: Dr Ted Forcum

Mailing Address: 10139 NW Skyline Heights Drive Portland, Oregon 97229

Phone: 503-816-6581 Business Phone: _____ Email: tf@nomadicdr.com

Property Owner's Name: Same as Applicant

Mailing Address: _____

Business Name (if applicable): Nomadic Properties, LLC

Signature of Applicant: [Signature] Date: 12/7/17

Signature of Property Owner: [Signature] Date: 12/7/17

Existing/Proposed Use: 25% of existing units are vacant and have been since 2006. Parking is needed for occupancy and use of 3 commercial units. Additionally, 2 rented units are under-utilized as zoning requires a parking space for every table and chair in the spa. As a business owner it is a dream to have every seat in a business fill but in 30 years of ownership this has yet to happen. I have turned away other businesses looking to move to the community because of the limit parking allowance to commercial use.

What Development Code Requirement do you need the Variance from? (Describe what is required by the Code and what you are able to provide without a Variance.)

I am requesting a Parking Modification per Section 7.062.B.1. as one of the site criteria exists with available on-street parking spaces adjacent to the subject site in an amount equal to the proposed reductions to the standard number of parking spaces. Section 7.030.A.2 allows up to 50% of required non-residential parking to be off-site within 300 feet of the site. There are 18 on-street parking spaces available which is well under the 24 non-residential parking currently allocated. Without the variance my clinic will remain unopened and I will not serve the community. Currently patients drive to Portland or go without. I typical receive 1-2 referral calls per month from CMH. 2,000 sq. ft. in Building A will remain vacant as parking allowance for the complex does not allow for businesses compatible for a mixed-use complex, and Waters Edge Spa will not be able to fully utilize their business having to shut one section to utilize another.

SITE PLAN: A Site Plan depicting property lines and the location of all existing and proposed structures, parking, landscaping, and/or signs is required. The Plan must include distances to all property lines and dimensions of all structures, parking areas, and/or signs. Scaled free-hand drawings are acceptable.

For office use only:			
Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative APC Meeting Date:	
120 Days:			

FILING INFORMATION: Planning Commission meets on the fourth Tuesday of each month. Completed applications must be received by the 13th of the month to be on the next month's agenda. A Pre-Application meeting with the Planner is required prior to acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Planning Commission meeting is recommended.

Briefly address the following criteria to **PARKING RELATED VARIANCES:**

12.040. VARIANCE FROM STANDARDS RELATING TO OFF-STREET PARKING AND LOADING FACILITIES.

Variations from the requirements of this Code with respect to off-street parking and loading facilities may be authorized as applied for or as modified by the City Planning Commission, if, on the basis of the application, investigation, and the evidence submitted by the applicant, all three (3) of the following expressly written findings are made:

1. That neither present nor anticipated future traffic volumes generated by the use of the site or use of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the requirements of this Code; and

A traffic study by Lancaster Engineering (see attached) using the maximum parking use by code/zone indicates that there is ample capacity for traffic and public services even with a maximal potential use that will never be realized by these commercial spaces. The commercial units currently comprise 20% of parking allocation for the complex. A 50% increase in commercial parking would still only represent a small load increase on the surface streets.

2. That the granting of the variance will not result in the parking or loading of vehicles on public streets in such a manner as to materially interfere with the free flow of traffic on the streets; and

A parking study by Lancaster Engineering (see attached) concludes there is ample parking availability at the Cannery Loft complex. Over the last 3.5 years with 100% residential and 75% commercial occupancy (see attached survey), on average 75% of the allocated parking is unoccupied. Increasing the commercial parking by 50% and assuming 100% of the additional spaces were occupied there would on average be 65% of the parking spaces remaining unoccupied. The city has miss calculated the existing on-site parking availability. There are 4 more spaces on the complex than mathematically account by the city.

3. That the granting of the variance will not create a safety hazard.

Granting this variance will not create a change in safety hazard _____

Attach Site Plan

Please see attached 1. site plan, 2. parking survey chart, 3. engineering parking study, and 4. engineering traffic study.



Women Canery
Workers Monument

Astoria Riverwalk

Waters Edge Spa

Astoria Riverwalk

Abbey Ln

Grassroots Tuning

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ADA

ADA

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83-20 91-92

CLC Parking Data						counts included my vehicle
Number	Date	Time	% occupied	# of Vehicles	per # Spaces	
1	4/25/2014	7:30 PM	36.5%	42	115	Friday, Wine and Seafood Festival, 100% residential use
2	5/25/2014	3:30PM	33.0%	38	115	Sunday, Memorial Weekend, 100% residential use
3	6/7/2016	5:00PM	23.5%	27	115	Saturday
4	11/18/2016	4:24PM	27.8%	32	115	Friday, commercial at 75% capacity
5	11/19/2016	7:30 AM	32.2%	37	115	Saturday, 100% residential use
6	11/22/2016	10:10AM	19.1%	22	115	Tuesday
7	11/22/2016	4:36PM	27.8%	32	115	Tuesday
8	12/8/2016	1:03PM	24.3%	28	115	Thursday
9	12/18/2016	3:12PM	20.0%	23	115	Sunday, 100% residential use
10	12/18/2016	9:38pm	20.0%	23	115	Sunday night, 100% residential use
11	12/19/2016	5:10pm	17.4%	20	115	Monday
12	12/31/2016	3:53PM	26.1%	30	115	Saturday/Holiday, 100% residential use
13	1/2/2017	11:00am	23.5%	27	115	Monday
14	3/12/2017	4:36PM	22.6%	26	115	Sunday, 100% residential use
15	5/17/2017	2:24pm	20.0%	23	115	Wednesday, 3 vehicles were remediation contractors
16	5/17/2017	9:48pm	31.3%	36	115	Wednesday, 100% residential use
17	5/18/2017	9:04am	18.3%	21	115	Thursday, 1 vehicle JRJ construction crew
18	5/18/2017	10:52am	18.3%	21	115	Thursday, 2 vehicles construction crew
19	5/20/2017	12:24pm	23.5%	27	115	Saturday HOA meeting
20	6/13/2017	9:41AM	25.2%	29	115	Tuesday
21	6/13/2017	2:19pm	20.0%	23	115	Tuesday
22	7/16/2017	9:25am	37.40%	43	115	Sunday HOA Owners meeting weekend
Total			547.7%	630		

Average Percentage of spaces occupied were 24.9% and 75.1% unoccupied.
Average numbers of vehicles parking at the complex 28.6 vehicles.

received 10/3/17

Nomadic Properties, LLC

10139 NW skyline heights Drive
Portland, Oregon 97229
Mobile: 503-816-6581

August 1, 2017

Community Development Director
Kevin Cronin
1095 Duane St
Astoria, Oregon 97103

Re: Modification of Parking Space Requirements

Dear Mr. Cronin:

I am struggling to attract new businesses to commercial spaces at the Cannery Loft Condominium Complex because of a lack of available parking. I was interested in opening my own practice there, but have taken work elsewhere because of concerned about use of the calculated commercial parking spaces. I am writing to request a Class 1 variance at the Cannery Lofts Condominiums, a mixed-use complex, pursuant to Article 9. A parking analysis has been prepared by a qualified professional, Lancaster Engineering. Other relevant data follows.

PARKING STUDY

The engineers parking study reported the following findings. Please see the attached parking study stamped 8/31/17.

1. Shared Parking

Analysis of opportunities for shared parking with other uses in the vicinity found; "based on the parking analysis, adequate parking is currently and projected to be available on-site; therefore, such an agreement is not necessary."

2. Transportation Options

Analysis of transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles found;" Based on an assessment of nearby transportation options, the site is well served by other modes of travel not requiring use of a personal motor vehicle."

3. Parking Analysis

Nomadic Properties, LLC

The parking analysis assessed the average parking demand and available supply for existing and proposed uses on the subject site, and analysis of existing public parking in the vicinity found; "Based on the available parking supply within the site and along nearby vicinity roadways, adequate parking is available to serve the mixed-use building in addition to the existing uses surrounding the site. No parking mitigation is necessary or recommended." The assumptions in the study are consistent with businesses requiring allocation of 18 parking spaces adverse to the 5 remaining spaces available by current city standards, thus a capacity to increase commercial allocation 13 spaces.

This parking analysis is consistent with parking surveys that I have documented with photo evidence over the last three years with 22 data points. See Exhibit C. These surveys demonstrated parking occupancy ranging from 18-39%. Please note survey attached.

OTHER RELEVANT FACTORS

Under the request for other relevant factors please note the following.

1. REZONING PROVIDED 21 MORE SHARED PARKING SPACES

As a benefit to the residential owners rezoning of the complex from general industrial (GI) to shoreline tourism (S2a) made available 81% (21 of 26) of covered parking spaces that were formally required under zoning to be 100% reserved for commercial use only. They are now open and available for common residential and commercial use, substantially increasing the available pool of parking spaces for residential owners.

2. FRACTION ROUNDING = 1 extra residential space

Parking allocation for building B is calculated at 22 units at 1.25 spaces totaling 27.5 spaces, and 11 units at 1.5 spaces totaling 16.5 spaces Even though the parking spaces are for the same residential use, the figures were unnecessarily rounded up requiring one additional space, 45 spaces, for residential use instead of 44 spaces. See Exhibit A.

3. REQUIRED VS. ACTUAL AVAILABLE SPACES = 6-7 extra parking spaces:

The city required parking spaces is currently 111 spaces, 8 on-street and 103 off-street, allocated at 24 commercial and 85 residential parking spaces. The actual parking associated with the complex is 115 parking spaces, 107 off-street and 8 (24 commercial, 82 residential, 8 on street). Several spaces were built on Lot B intended for lot C, but that lot has been sold and is not plan for inclusion in the Cannery Loft COA.

a. Allocated residential. See Exhibit A.

a. Building A:

- i. 20 units at 1.25 spaces = 25
- ii. 10 units at 1.5 spaces = 15
- iii. Total residential spaces = 40

→ have to give them anyway

Nomadic Properties, LLC

- iv. Commercial spaces = 11
- v. Total Building A = 51
- b. Building B:
 - i. 22 units at 1.25 spaces = 27.5 (28)
 - ii. 11 units at 1.5 spaces = 16.5 (17)
 - iii. Total residential spaces = 44 (but the city allocated 45)
 - iv. Commercial spaces = 13
 - v. Total Building B = 57 (58)
- b. Total allocated parking spaces = 98 (99)
- c. Total existing parking 115. See Exhibit B

This leaves unallocated parking spaces. Therefore, there are 6-7 extra parking spaces beyond the required allocation existing at the Cannery Loft Complex

4. RESIDENTIAL UNITS MISCLASSIFIED – 6 spaces over allocated residential

The *cheat-sheet* attached as Exhibit A are calculations developed by the prior city planner. The current parking on the property is shown on Exhibit B. There are 115 spaces total between Buildings A and B. Building A has 30 one-bedroom or less condo units. Building B has 33 one-bedroom or less condo units. Building C, which is contemplated by the cheat-sheet, but was never built and the property for building C has been sold independent of the Cannery Loft Complex and will not join the CLCOA at any point.

As you know, City of Astoria Development Code (“ADC”) Article 7. The required parking based on the proposed use and attributes of the proposed use. Parking spaces are to be provided in amounts not less than those set forth in the table in ADC 7.100. See ADC 7.060. The relevant part of the table in ADC 7.100 is as follows:

Use Categories	Minimum Parking Per Land Use (Fractions are rounded up to the next whole number.)
Multi-Family Dwelling including Group Housing	1.5 spaces per dwelling unit with more than one bedroom; 1.25 spaces per dwelling unit limited to one bedroom, or one bedroom group housing units; Calculation is based on specific number of each type of units within the complex.

Building A has 30 one-bedroom condo units, and therefore is required to have $1.25 \times 30 = 37.5$, rounded up to 38 parking spaces. Building B has 33 one-bedroom condo units, and therefore is required to have $1.25 \times 33 = 41.25$, rounded down to 41. *See 7.040* (fractional measurements are rounded up if greater than .5, disregarded if less than .5). Between the two buildings, the code requirement should be 79 parking spots for the

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residential portion of the building, the remaining 36 spaces should be available for commercial uses on the ground floor.

The *cheat-sheet* calculates Building A with only 20 units at 1.25 spaces, and with 10 units at 1.5 spaces. Similarly, the *cheat-sheet* has 22 units in Building B at 1.25 spaces, and 11 units at 1.5 spaces. The loft spaces on the top floor – 10 in Building A and 11 in Building B – were incorrectly calculated as “dwelling unit[s] with more than one bedroom.” They are in fact lofts with one bedroom or less. In fact, the loft space has an open wall to the living room below. I am not sure how it could be converted to two rooms. There is no such definition or relevant provisions that would function to make the loft space into two bedrooms. See *2014 Oregon Structural Specialty Code*, and http://astoria.or.us/Assets/dept_3/pm/pdf/design%20requirements%202015.pdf.

The above over-calculation inaccurately reflects the actual use as evidenced by the parking study. I am requesting the cheat-sheet calculations be revised to show the lofts as units with one bedroom or less, requiring 1.25 spaces per dwelling unit under ADC 7.100. Doing so can then allow the commercial parking space allocation to be increased 6 additional spaces.

CONCLUSION

The Cannery Loft complex was developed with business in mind as it is zoned under business zoning. However, the parking structure doesn't provide equitable consideration for the commercial parking compared to residential. When considering the most common and best uses for businesses for a mixed-use complex the parking allocation for the commercial units are significantly under allocated. Engineer parking studies have determined there is ample parking adequate for even the highest parking use requirement allowable in the S2a one. I am requesting the Community Development Director to reduce the off-street parking standards for commercial properties at this site based on the above features. This will allow the best and reasonable uses for a mixed-use complex given the market and desirable uses under residential spaces.

Sincerely,



Ted Forcum

Nomadic Properties, LLC

Exhibit A Cheat Sheet

CANNERY LOFTS PARKING PLAN June 2014

Residential

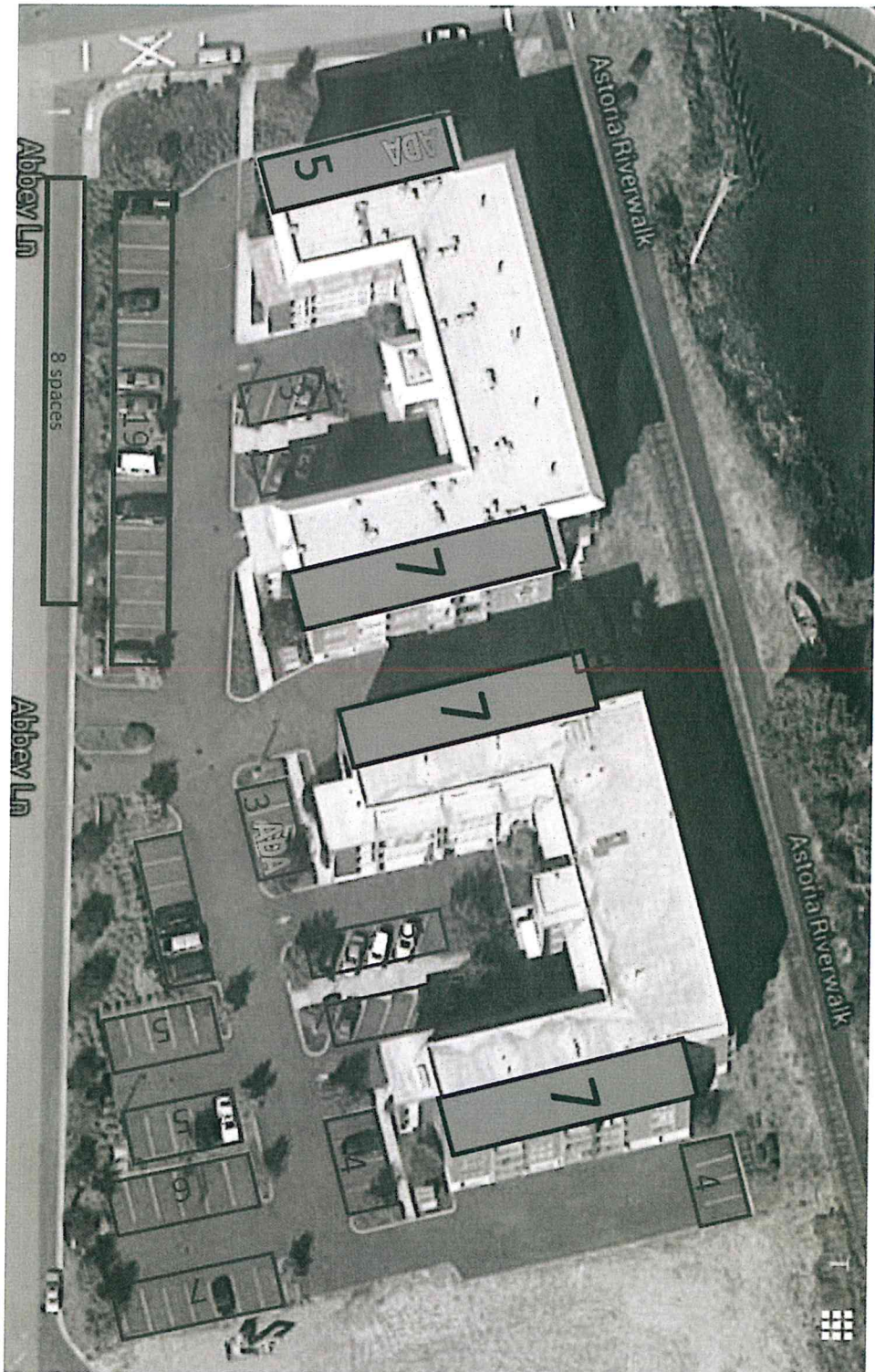
Building A	20 units at 1.25 spaces = 25			
	10 units at 1.5 spaces = 15			
	Total 40	Provided	29 on-site	
			3 on-site at Bldg B	
			8 on-street Abbey Lane	
Building B	22 units at 1.25 spaces = 27.5 (28)			
	11 units at 1.5 spaces = 16.5 (17)			
	Total 45	Provided	41 on-site	
			(3 on-site used by Bldg A)	
			4 on-site at Bldg C	
Building C	20 units at 1.25 spaces = 25			
Proposed	10 units at 1.5 spaces = 15			
	Total 40	Provided	(4 on-site used by Bldg B)	
			5 on-site built w/ Bldg B	
			35 on-site proposed	
			8 on-site proposed for industr	
			or residential as needed	
Total Residential	125		117 on-site (82 built to date)	
			8 on-street Abbey Lane	

Commercial (previous Industrial) - number of spaces required will be determined by the proposed use. The number of required spaces could vary from 18 to 48 spaces depending on the use. These are all of the under building parking spaces which were not to be used for residential parking when it was zoned GI. With the rezone to S-2A, parking spaces are not separated by residential versus commercial for City purposes. Uses allowed in the ground floor non-residential units are limited by the total number of spaces available. As an example:

Building A	7,390 square feet	Provided	11 spaces
	at one space per 1,500 square feet = 5 spaces		
	at one space per 1,000 square feet = 8 spaces		
	at one space per 500 square feet = 15 spaces		
Building B	7,910 square feet	Provided	13 spaces
	at one space per 1,500 square feet = 5 spaces		
	at one space per 1,000 square feet = 8 spaces		
	at one space per 500 square feet = 16 spaces		
Building C	8,509 square feet	Provided	7 spaces proposed
			8 on-site exterior proposed
	at one space per 1,500 square feet = 8 spaces		
	at one space per 1,000 square feet = 9 spaces		
	at one space per 500 square feet = 17 spaces		
Total Industrial Provided		31 spaces	(24 built to date)
		8 on-site exterior at Bldg C available	

Nomadic Properties, LLC

Exhibit B Existing Parking



81 Common uncovered parking-including 4 ADA parking spaces (2 per building)

26 covered parking

TOTAL CLC PARKING 115 SPACES

8 spaces on Abbey Lane

Nomadic Properties, LLC

Exhibit C Three Year Parking Survey

CLC Parking Data							counts included my vehicle
Number	Date	Time	% occupied	# of Vehicles	per # Spaces	Photos	
1	4/25/2014	7:30 PM	37.8%	42	111		Friday, Wine and Seafood Festival, 100% residential use
2	5/25/2014	3:30PM	34.0%	38	111		Sunday, Memorial Weekend, 100% residential use
3	6/7/2016	5:00PM	24.0%	27	111		Saturday
4	11/18/2016	4:24PM	29.0%	32	111	1	Friday, commercial at 75% capacity
5	11/19/2016	7:30 AM	33.0%	37	111		Saturday, 100% residential use
6	11/22/2016	10:10AM	20.0%	22	111		Tuesday
7	11/22/2016	4:36PM	29.0%	32	111	2	Tuesday
8	12/8/2016	1:03PM	25.2%	28	111	3	Thursday
9	12/18/2016	3:12PM	20.7%	23	111	4	Sunday, 100% residential use
10	12/18/2016	9:38pm	20.7%	23	111	5	Sunday night, 100% residential use
11	12/19/2016	5:10pm	18.0%	20	111	6	Monday
12	12/31/2016	3:53PM	27.0%	30	111	7	Saturday/Holiday, 100% residential use
13	1/2/2017	11:00am	24.3%	27	111	8	Monday
14	3/12/2017	4:36PM	23.4%	26	111	9	Sunday, 100% residential use
15	5/17/2017	2:24pm	20.7%	23	111	10	Wednesday, 3 vehicles were remediation contractors
16	5/17/2017	9:48pm	32.4%	36	111	11	Wednesday, 100% residential use
17	5/18/2017	9:04am	18.9%	21	111	12	Thursday, 1 vehicle JRJ construction crew
18	5/18/2017	10:52am	18.9%	21	111	13	Thursday, 2 vehicles construction crew
19	5/20/2017	12:24pm	24.3%	27	111	14	Saturday HOA meeting
20	6/13/2017	9:41AM	26.1%	29	111	15	Tuesday
21	6/13/2017	2:19pm	20.7%	23	111	16	Tuesday
22	7/16/2017	9:25am	38.70%	43	111	17	Sunday HOA Owners meeting weekend

Technical Memorandum

To: Ted Forcum
From: Daniel Stumpf, EI
Michael Ard, PE
Date: August 31, 2017
Subject: Cannery Loft Mixed-Use Buildings – Parking Study



321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

Introduction

This memorandum reports the findings of a parking study conducted for the existing Cannery Loft Mixed-Use Buildings located at 3930/3990 Abbey Lane in Astoria, Oregon. The parking study will be used to seek a variance to minimum required parking space standards per code section 7.062.B – *Modification to Parking Space Requirements* under City of Astoria Development Code Article 7 – *Off-Street Parking and Loading*.

Per code section 7.062.B.1, "*The applicant may propose a parking space standard that is different than the standard in Section 7.100, for review and action by the Community Development Director through a Class 1 variance, pursuant to Article 9. The applicant's proposal shall consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors.*"

Location and Building Description

The project site is located north of Abbey Lane and east of 39th Street. The site is currently developed as two mixed-use buildings which include 63 single-bedroom residential units and 17 leasable commercial units. At the time this parking study was conducted, all residential units were occupied while approximately 70 percent of commercial units were leased.

To serve the existing on-site uses, the site provides 104 off-street parking spaces (95 standard parking stalls, 5 stalls marked as reserved parking, and 4 stalls marked as handicapped spaces). Additional on-street parking near the site is available along Abbey Lane and 39th Street.

Figure 1 on the following page presents an aerial image of the nearby vicinity with the project site outlined in yellow.

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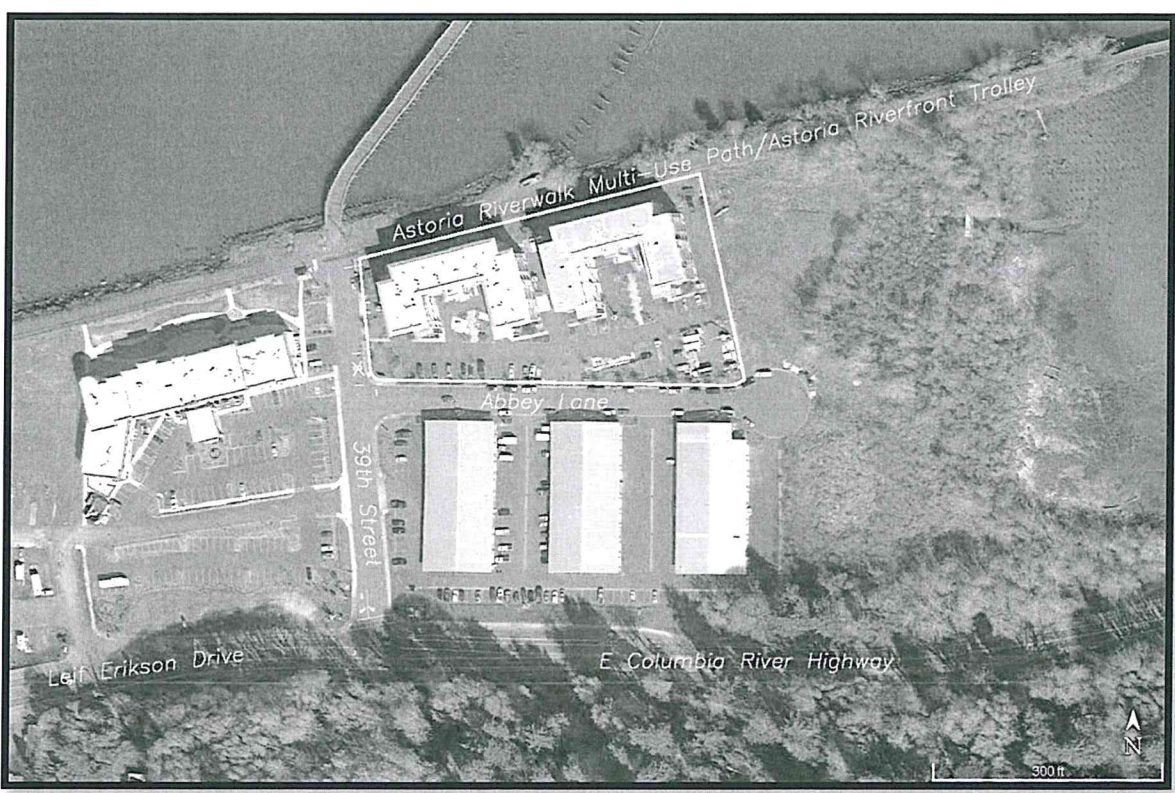


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Opportunities for Shared Parking

Provided that the owners of the site write up a parking agreement with the nearby hotel to the west and business park to the south, additional opportunities for shared parking may be made available. However, based on the parking analysis, adequate parking is currently and projected to be available on-site; therefore, such an agreement is not necessary.



Multi-Modal Transportation Options

The site is located within a multi-modal area of Astoria, where easy access to a variety of pedestrian, bicycling, and transit opportunities are currently available.

Pedestrian/Bicycle Facilities

Aside from Leif Erikson Drive having complete sidewalks along the north side, bicycle lanes along both sides, and adequate crossing measures along and across the roadway between the site and downtown Astoria, the site is also located adjacent to the Astoria Riverwalk multi-use path. Located north of the site, the 6.4-mile multi-use asphalt/boardwalk path serves both pedestrian and bicycle traffic and operates between Pier 3 of the Port of Astoria, downtown Astoria, and east Astoria.

Transit Facilities

The site is also located near two transit lines/services: the Astoria Riverfront Trolley and bus line *Route 10 – Astoria-Hammond-Warrenton*. Both transit lines/services have stops within 400 feet of the site.

The Astoria Riverfront Trolley provides service between Pier 3 of the Port of Astoria, downtown Astoria, and east Astoria. The nearest stop to the site is located just west of 39th Street along the Astoria Riverwalk multi-use path. The trolley operates daily between 12:00 PM to 6:00 PM. An average round trip is approximately 1 hour.

Bus line *Route 10 – Astoria-Hammond-Warrenton* provides service between the aforementioned cities, with notable stops near Astoria Transit Center, Columbia Hospital, and Clatsop college. The nearest stop to the site is located within the northwest corner of the intersection of Leif Erikson Drive at 39th Street. Weekday service is scheduled from approximately 5:45 AM to 9:15 PM, and has headways of approximately 60 minutes most of the day.

Based on an assessment of nearby transportation options, the site is well served by other modes of travel not requiring use of a personal motor vehicle.



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Parking Study

Methodology

Based on scoping input from City of Astoria staff, parking observations were conducted at the project site and along nearby vicinity roadways during the following potential peak parking periods of the site:

- A typical mid-week day (Tuesday, Wednesday, or Thursday) during the:
 - Mid-day (between 11:00 AM – 2:00 PM)
 - Evening (between 5:00 PM – 8:00 PM)
 - Late Evening/Early Morning (between 12:00 AM – 5:00 AM)
- A typical weekend day (Saturday or Sunday) during the:
 - Mid-day (between 11:00 AM – 2:00 PM)
 - Evening (between 5:00 PM – 8:00 PM)
 - Late Evening/Early Morning (between 12:00 AM – 5:00 AM)

The late evening and early morning hours typically reflect the peak parking demand for residential land-uses. For commercial/service uses, peak parking is typically observed during business hours or during lunch/dinner hours. Since the mixed-use buildings include residential uses and commercial uses, while the nature of the commercial uses may vary per tenant, the above chosen timeframes for observations provide a broad overview for determining peak parking of the site and of nearby land-uses.

The total amount of available parking along vicinity roadways was calculated by measuring the length of the roadway segment and excluding the frontage area of each driveway curb-cut, fire hydrant, or other unavailable parking area, such as no-parking zones or intersecting public street. The remaining frontage area was then divided assuming 20 feet per parked vehicle with a 4-foot buffer area for every two parking vehicles to derive the number of available parking spaces. This methodology may underestimate the total number of available spaces in situations where driveway curb-cuts are shorter than 60 feet or when fire hydrants are located on the corner of an intersection. Based on these assumptions an estimated available on-street parking supply of 13 spaces was calculated along 39th Street, with 30 additional spaces along Abbey Lane.

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Parking Observations

To determine the availability of parking as well as existing parking demand at the site and along nearby vicinity roadways, parking observations were conducted during each of the potential peak parking periods of the two mixed-use buildings on a typical weekday and weekend day. Observations were conducted on the following dates and times:

- Thursday July 20th, 2017 at 1:00 PM and 5:40 PM;
- Thursday, August 3rd, 2017 at 12:10 AM;
- Saturday, August 5th, 2017 at 12:05 PM and at 7:30 PM; and
- Sunday, August 6th, 2017 at 4:40 AM.

Table 1 and Table 2 on the following pages report the observation date/time, parking supply, parking demand, and net available parking at the site and along nearby vicinity roadways for a typical weekday and weekend day, respectively.

Table 1 – Weekday Parking Observation Summary

	Observation Date	Time	Supply	Demand	Net Available	Occupancy
On-site Parking	Thursday, July 20th 2017	12:55 PM - 1:00 PM (Mid-day)	104	30	74	28.8%
	Thursday, July 20th 2017	5:35 PM - 5:40 PM (Evening)	104	32	72	30.8%
	Thursday, August 3rd, 2017	12:00 AM - 12:10 AM (Night/Early Morning)	104	47	57	45.2%
39th Street	Thursday, July 20th 2017	12:55 PM - 1:00 PM (Mid-day)	13	4	9	30.8%
	Thursday, July 20th 2017	5:35 PM - 5:40 PM (Evening)	13	3	10	23.1%
	Thursday, August 3rd, 2017	12:00 AM - 12:10 AM (Night/Early Morning)	13	0	13	0.0%
Abbey Lane	Thursday, July 20th 2017	12:55 PM - 1:00 PM (Mid-day)	30	8	22	26.7%
	Thursday, July 20th 2017	5:35 PM - 5:40 PM (Evening)	30	7	23	23.3%
	Thursday, August 3rd, 2017	12:00 AM - 12:10 AM (Night/Early Morning)	30	5	25	16.7%
Total	Thursday, July 20th 2017	12:55 PM - 1:00 PM (Mid-day)	147	42	105	28.6%
	Thursday, July 20th 2017	5:35 PM - 5:40 PM (Evening)	147	42	105	28.6%
	Thursday, August 3rd, 2017	12:00 AM - 12:10 AM (Night/Early Morning)	147	52	95	35.4%

Table 2 – Weekend Parking Observation Summary

	Observation Date	Time	Supply	Demand	Net Available	Occupancy
On-site Parking	Saturday, August 5th, 2017	12:00 PM - 12:05 PM (Mid-day)	104	35	69	33.7%
	Saturday, August 5th, 2017	7:25 PM - 7:30 PM (Evening)	104	47	57	45.2%
	Sunday, August 6th, 2017	4:40 AM - 4:45 AM (Night/Early Morning)	104	52	52	50.0%
39th Street	Saturday, August 5th, 2017	12:00 PM - 12:05 PM (Mid-day)	13	4	9	30.8%
	Saturday, August 5th, 2017	7:25 PM - 7:30 PM (Evening)	13	6	7	46.2%
	Sunday, August 6th, 2017	4:40 AM - 4:45 AM (Night/Early Morning)	13	0	13	0.0%
Abbey Lane	Saturday, August 5th, 2017	12:00 PM - 12:05 PM (Mid-day)	30	9	21	30.0%
	Saturday, August 5th, 2017	7:25 PM - 7:30 PM (Evening)	30	9	21	30.0%
	Sunday, August 6th, 2017	4:40 AM - 4:45 AM (Night/Early Morning)	30	7	23	23.3%
Total	Saturday, August 5th, 2017	12:00 PM - 12:05 PM (Mid-day)	147	48	99	32.7%
	Saturday, August 5th, 2017	7:25 PM - 7:30 PM (Evening)	147	62	85	42.2%
	Sunday, August 6th, 2017	4:40 AM - 4:45 AM (Night/Early Morning)	147	59	88	40.1%



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Based on the parking observations, the highest observed parking demand for the site occurred during the late evening/early morning hours on a weekend while the overall site vicinity peak parking demand occurred during the evening hours. Parking demand was generally observed to be higher during the weekend rather than during a typical weekday. It should be noted that during the peak parking demand period of the site alone, on-street demand along vicinity roadways was observed to be at its lowest for both the weekday and weekend observations. Additionally, at no point was parking occupancy at either the site or along adjacent roadways observed to be more than 50 percent during any of the observed parking periods.

Parking Generation

Since approximately 30 percent of the on-site commercial uses (or approximately 5 units) are currently unoccupied, an estimate of future projected parking demand following full occupancy of this portion of the mixed-use development is necessary. To provide an estimate of parking generation for the unoccupied commercial units, parking generation rates from the manual *PARKING GENERATION*¹, were used. Since the nature of a commercial use that could utilize an unoccupied commercial unit is unknown, commercial land-uses within the *PARKING GENERATION* manual that are permitted under Tourist-Oriented Shorelands (S-2A) zoning were compared to determine the highest reasonable potential for additional parking demand.

Table 2 compares land-uses within the manual that are both permitted under S-2A zoning and could reasonably occupy a single commercial unit of approximately 900 square-feet.

¹ Institute of Transportation Engineers (ITE), *PARKING GENERATION*, 4th Edition, 2010.

Table 3 – Parking Generation Comparison

S-2A Permitted Use	ITE Code		Average Peak Parking Demand Rates (vehicle per 1,000 sq.ft.)	
	Code #	Land-Use Category	Weekday	Weekend
Conference Center	701	Office Building	2.84	N/A
Tourist Oriented Retail Sales Establishment	820	Shopping Center	2.55	2.87
Eating, Drinking, and Entertainment Establishment without Drive-Through Facility	932	High-Turnover (Sit-down) Restaurant	13.30	16.30
OR Specialized Food Store, such as a Bakery, Delicatessen, and Seafood Market	936	Coffee/Donut Shop without Drive-Through	13.56	14.44

Based on the comparative assessment of parking generation, the highest generating use is land-use code 936, *Coffee/Donut Shop without Drive-Through*, followed by land-use code 939, *Bread/Donut/Bagel Shop without Drive-Through*. It should be noted that the projected parking demand for most of the compared land-uses is higher during the weekend than during a weekday, which coincides with the existing parking demand patterns observed within the site vicinity.

Although land-use codes 936 and 932 would project the highest parking demand generation of all other compared uses, it is highly unlikely all 5 vacant commercial units would be occupied by only Coffee/Donut shops or High-Turnover (Sit-down) Restaurants; therefore, a reasonable worst-case scenario could include one unit being leased as Coffee/Donut shops, two units leased as a High-Turnover (Sit-down) Restaurant (same tenant occupying two units), and two units leased as a retail use. Based on these assumptions, the site under a reasonable worst-case scenario could generate an additional parking demand of 47 vehicles during a typical weekend day.

Table 4 shows the projected peak parking demand generated by the currently vacant commercial units. Detailed parking generation calculations are included in the technical appendix to this report.

Table 4 – Parking Generation Summary

ITE Code	Size (Units/Sq.ft)	Average Peak Parking Demand		
		Weekday	Weekend	
Shopping Center	820	2 units/1,800 sq.ft	5	5
Coffee/Donut Shop without Drive-Through	936	1 unit/900 sq.ft.	12	13
High-Turnover (Sit-down) Restaurant	932	2 units/1,800 sq.ft.	24	29
Total	5 units/4,500 sq.ft.	41	47	

Under existing conditions, the net available on-site parking during the weekend peak parking demand period is 52 spaces. Upon occupancy of the remaining 5 commercial units, the overall peak parking demand within the site would increase to 99 vehicles, whereby the net available on-site parking would decrease to 5 spaces. If parking demand were to exceed available on-site parking supply, additional parking space is available along nearby vicinity roadway.

It should be noted that the projected parking demand of the five currently vacant commercial units is highly conservative since the projected parking demand per the *PARKING GENERATION* manual for the five commercial units is nearly equivalent to the existing parking generation of the 63-occupied residential and 12-occupied commercial units. Assuming parking demand would increase in a linear fashion on a per occupied unit basis, the site would likely experience an increase of approximately 7 percent in parking demand, or approximately 4 additional parked vehicles for a total peak parking demand of 56 vehicles.

Based on the available parking supply within the site and along nearby vicinity roadways, adequate parking is available to serve the mixed-use building in addition to the existing uses surrounding the site. No parking mitigation is necessary or recommended.



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Conclusions

Based on the parking analysis and assessment of public parking, potential shared parking opportunities, and multi-modal transportation options, the project site has adequate parking to allow full-occupancy of the site.

If you have any questions regarding this technical memorandum, please don't hesitate to contact us.

Parking Supply Data

Street: 39th Street

From: US-30

To: Astoria Riverwalk

<i>Segment length (ft):</i>	460
<i>Driveway curb cuts (60 feet):</i>	5
<i>Hydrants:</i>	3
<i>Additional unavailable frontage (ft):</i>	270
<i>Frontage unavailable for parking¹ (ft):</i>	630
<i>Total available frontage (ft):</i>	290

Estimated parking supply² : 13

¹- Assumes an average of 20 feet of unavailable frontage per driveway curb cut and 21 feet of unavailable frontage per fire hydrant (10 feet on each side plus one foot for the hydrant itself). Frontage unavailable due to signed restrictions, non-residential curb cuts, etc. is measured and directly subtracted from the available frontage where applicable.

²- Based on estimate of 20 feet per parked vehicle, with a 4-foot buffer area for every two parked vehicles.

Parking Supply Data

Street: Abbey Lane
From: 39th Street **To: East**

Segment length (ft): 440
Driveway curb cuts (60 feet): 3
Hydrants: 1
Additional unavailable frontage (ft): 0
Frontage unavailable for parking¹ (ft): 200
Total available frontage (ft): 680

***Estimated parking supply² :* 30**

¹. Assumes an average of 20 feet of unavailable frontage per driveway curb cut and 21 feet of unavailable frontage per fire hydrant (10 feet on each side plus one foot for the hydrant itself). Frontage unavailable due to signed restrictions, non-residential curb cuts, etc. is measured and directly subtracted from the available frontage where applicable.

². Based on estimate of 20 feet per parked vehicle, with a 4-foot buffer area for every two parked vehicles.

1e

PARKING GENERATION CALCULATIONS

Land Use: Shopping Center
Land Use Code: 820
Variable: 1,000 sq.ft. Gross Leasable Area
Variable Value: 1.8

Non-Friday Weekday (Non-December)

<i>Peak Period</i>	11:00 a.m. - 3:00 p.m.	
<i>Number of Study Sites</i>	24	
<i>Avg. Size of Study Sites</i>	357.7	ksf G.L.A.
<i>Avg. Peak Period Parking Demand</i>	2.55	vehicles per ksf
<i>Standard Deviation</i>	0.93	
<i>Coefficient of Variation</i>	37%	
<i>Range</i>	1.33-5.58	vehicles per ksf
<i>85th Percentile Rate:</i>	3.16	vehicles per ksf
<i>33rd Percentile Rate:</i>	2.2	vehicles per ksf

Peak Parking Demand	5
85th Percentile Parking Demand	6

Source: PARKING GENERATION, Fourth Edition

1e

PARKING GENERATION CALCULATIONS

Land Use: Shopping Center
Land Use Code: 820
Variable: 1,000 sq.ft. Gross Leasable Area
Variable Value: 1.8

Saturday Non-December

<i>Peak Period</i>	1:00 p.m. - 2:00 p.m.	
<i>Number of Study Sites</i>	26	
<i>Avg. Size of Study Sites</i>	458	ksf G.L.A.
<i>Avg. Peak Period Parking Demand</i>	2.87	vehicles per ksf
<i>Standard Deviation</i>	0.7	
<i>Coefficient of Variation</i>	24%	
<i>Range</i>	1.73-4.82	vehicles per ksf
<i>85th Percentile Rate:</i>	3.4	vehicles per ksf
<i>33rd Percentile Rate:</i>	2.46	vehicles per ksf

Peak Parking Demand	5
85th Percentile Parking Demand	6

Source: PARKING GENERATION, Fourth Edition

2e

PARKING GENERATION CALCULATIONS

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932

Variable: Square Feet
Variable Value: 1.8

Weekday Restaurant With Bar or Lounge - Suburban

Peak Periods 6:00 PM to 8:00 PM

<i>Number of Study Sites</i>	21	
<i>Avg. Size of Study Sites</i>	8,100	sqft
<i>Avg. Peak Period Parking Demand</i>	13.3	vehicles per 1,000 sqft GFA
<i>Standard Deviation</i>	5.2	
<i>Coefficient of Variation</i>	39%	
<i>95% Confidence Interval</i>	11.10 - 15.50	vehicles per 1,000 sqft GFA
<i>Range</i>	4.20 - 24.30	vehicles per 1,000 sqft GFA
<i>85th Percentile Rate:</i>	17.4	vehicles per 1,000 sqft GFA
<i>33rd Percentile Rate:</i>	10.3	vehicles per 1,000 sqft GFA

Peak Parking Demand	24
85th Percentile Parking Demand	32

Source: PARKING GENERATION, Fourth Edition

Le

PARKING GENERATION CALCULATIONS

Land Use: High-Turnover (Sit-Down) Restaurant
Land Use Code: 932

Variable: Square Feet
Variable Value: 1.8

Saturday **Restaurant With Bar or Lounge - Suburban**

Peak Periods 6:00 PM to 9:00 PM

<i>Number of Study Sites</i>	7	
<i>Avg. Size of Study Sites</i>	7,700	sqft
<i>Avg. Peak Period Parking Demand</i>	16.3	vehicles per 1,000 sqft GFA
<i>Standard Deviation</i>	4	
<i>Coefficient of Variation</i>	24%	
<i>Range</i>	11.30 - 21.90	vehicles per 1,000 sqft GFA
<i>85th Percentile Rate:</i>	20.4	vehicles per 1,000 sqft GFA
<i>33rd Percentile Rate:</i>	14.3	vehicles per 1,000 sqft GFA

Peak Parking Demand	29
85th Percentile Parking Demand	37

Source: PARKING GENERATION, Fourth Edition

PARKING GENERATION CALCULATIONS

Land Use: Coffee/Donut Shop without Drive-Through Window

Land Use Code: 936

Variable: Square Feet

Variable Value: 0.9

Weekday

Peak Periods 8:00 am - 9:00 am

<i>Number of Study Sites</i>	6	
<i>Avg. Size of Study Sites</i>	1,800	sq.ft.
<i>Avg. Peak Period Parking Demand</i>	13.56	vehicles per 1,000 sq.ft. GFA
<i>Standard Deviation</i>	5.39	
<i>Coefficient of Variation</i>	40%	
<i>Range</i>	3.49-19.31	vehicles per 1,000 sq.ft. GFA
<i>85th Percentile Rate:</i>	17.33	vehicles per 1,000 sq.ft. GFA
<i>33rd Percentile Rate:</i>	13.69	vehicles per 1,000 sq.ft. GFA

Peak Parking Demand	12
85th Percentile Parking Demand	16

Source: PARKING GENERATION, Fourth Edition

PARKING GENERATION CALCULATIONS

Land Use: Coffee/Donut Shop without Drive-Through Window

Land Use Code: 936

Variable: Square Feet

Variable Value: 0.9

Saturday

Peak Periods 7:00 am - 9:00 am

<i>Number of Study Sites</i>	3	
<i>Avg. Size of Study Sites</i>	1,500	sq.ft.
<i>Avg. Peak Period Parking Demand</i>	14.44	vehicles per 1,000 sq.ft. GFA
<i>Standard Deviation</i>	0.38	
<i>Coefficient of Variation</i>	3%	
<i>Range</i>	14.00-14.67	vehicles per 1,000 sq.ft. GFA
<i>85th Percentile Rate:</i>	14.67	vehicles per 1,000 sq.ft. GFA
<i>33rd Percentile Rate:</i>	14.44	vehicles per 1,000 sq.ft. GFA

Peak Parking Demand	13
85th Percentile Parking Demand	13

Source: PARKING GENERATION, Fourth Edition

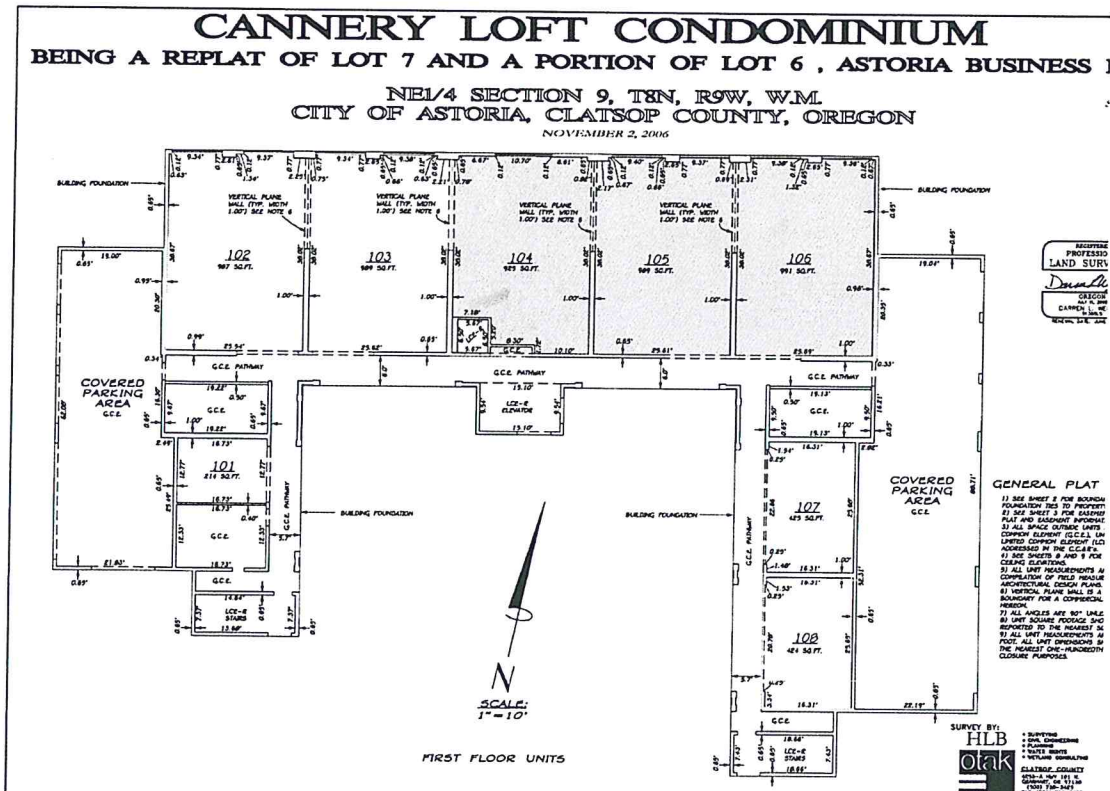
Cannery Loft Commercial Condominium

Gross including Net with addition of sidewalk and bathroom

Building A Sidewalk method

GCE bathroom= 12.75s.f./8 units=1.59s.f.

Unit	Store frontage	Path width	Path s.f.	Net Sq. Ft.	bathroom	Gross
A101	12.77	5.7	72.79	214	1.59	288
A102	25.54	6	153.72	987	1.59	1142
A103	25.62	6	153.72	989	1.59	1144
A104	10.1	6	60.6	925	1.59	987
A105	25.61	6	153.66	989	1.59	1144
A106	25.69	6	154.14	991	1.59	1147
A107	22.66	5.7	129.16	425	1.59	556
A108	20.78	5.7	118.45	424	1.59	544
			996.24	5944	12.72	6953
				Net Sq. Ft.		Gross Sq. Ft.



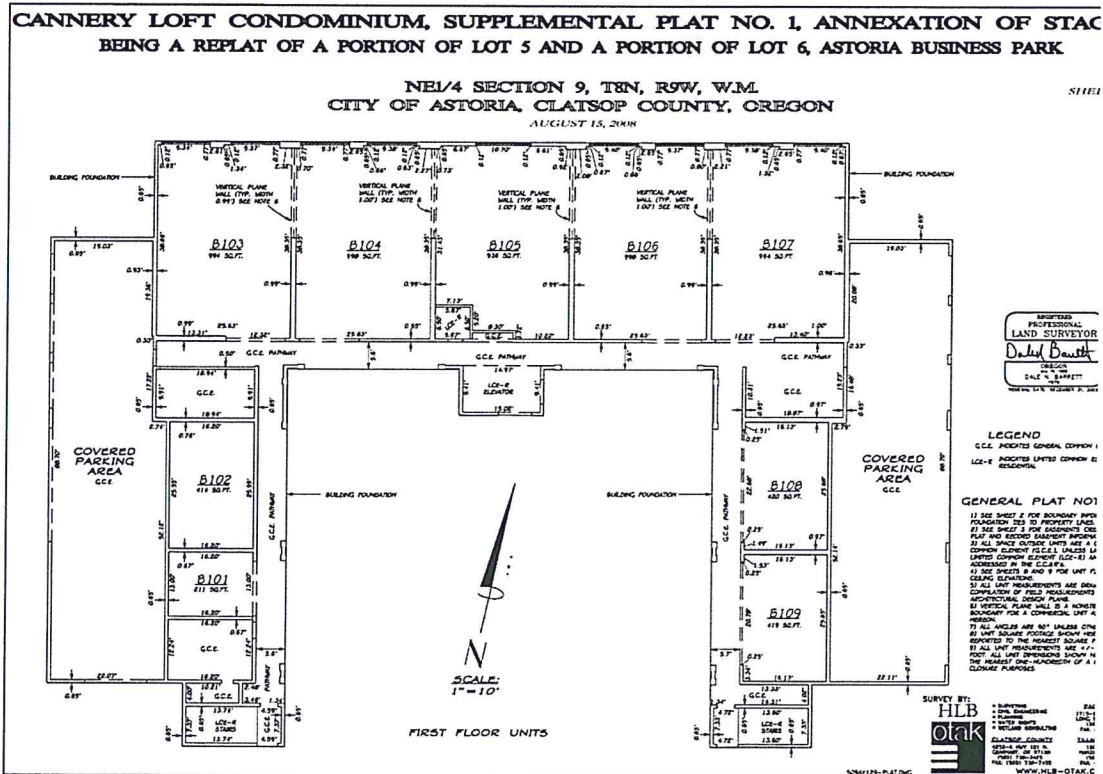
Building B Sidewalk method

GCE bathroom= 12.62s.f./9 units=1.4s.f.

Unit	Store frontage	Path width	Path s.f.	Net Sq. Ft.	Bathroom	Gross
101B	13	5.6	72.8	211	1.4	285
102B	25.55	5.6	143.08	414	1.4	558
103B	25.63	5.6	143.53	994	1.4	1139
104B	25.63	5.6	143.53	998	1.4	1143
105B	10.2	5.6	57.12	939	1.4	998
106B	25.63	5.6	143.53	998	1.4	1143
107B	25.63	5.6	143.53	994	1.4	1139
108B	25.6	5.6	143.36	420	1.4	565
109B	25.63	5.6	143.53	419	1.4	564
6387					7534	

Total Net s.f.

Gross Net s.f.



2/13/18
Mail _____
Email _____
Web _____

February 20, 2018

E-MAILED TO: LEGAL ADS, DAILY ASTORIAN VIA E-MAIL legals@dailyastorian.com
FROM: ANNA STAMPER, COMMUNITY DEVELOPMENT, 338-5183
SUBJECT: PLEASE PUBLISH THE FOLLOWING PUBLIC NOTICE ONE TIME

CITY OF ASTORIA
NOTICE OF PUBLIC HEARING


The City of Astoria Planning Commission will hold a public hearing on Tuesday February 27, 2018 at 6:30 p.m., in the Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Variance Request (V17-04) by Dr. Ted Forcum to apply the Development Code "Modification of Parking Space Requirements" for Cannery Loft Condominium Building A for the required potential 18 off-street parking spaces to provide 11 spaces on-site and 7 spaces within the right-of-way for potential future and existing uses within the ground floor units, and for a partial reduction in the number of spaces required for the existing personal service establishment/spa from the required one space per client chair/table. The request is also to apply the "Modification of Parking Space Requirements" for Cannery Loft Condominium Building B for the required potential 18 off-street parking spaces to provide 13 spaces on-site and 5 spaces within the right-of-way for potential future and existing uses within the ground floor units. The buildings are located in the S-2A Zone.

For information, call or write the Community Development Department, 1095 Duane St., Astoria OR 97103, phone 503-338-5183.

The location of the hearing is accessible to the handicapped. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting the Community Development Department at 503-338-5183 48 hours prior to the meeting.

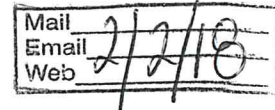
The Astoria Planning Commission reserves the right to modify the proposal or to continue the hearing to another date and time. If the hearing is continued, no further public notice will be provided.


THE CITY OF ASTORIA
Anna Stamper, Administrative Assistant

PUBLISH: February 20, 2018

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN
ASTORIA**

CITY OF ASTORIA
NOTICE OF PUBLIC HEARING



The City of Astoria Planning Commission will hold a public hearing on Tuesday, February 27, 2018 at 6:30 p.m., at Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Variance Request (V17-04) by Dr. Ted Forcum to apply the Development Code "Modification of Parking Space Requirements" for Cannery Loft Condominium Building A (3930 Abbey Lane; Map T8N R9W Section 9AA, Tax Lots 90101, 90102, 90103, 90104, 90105, 90106, 90107, 90108; Cannery Loft Condominium) for the required potential 18 off-street parking spaces to provide 11 spaces on-site and 7 spaces within the right-of-way for potential future and existing uses within the ground floor units, and for a partial reduction in the number of spaces required for the existing personal service establishment/spa from the required one space per client chair/table. The request is also to apply the "Modification of Parking Space Requirements" for Cannery Loft Condominium Building B (3990 Abbey Lane; Map T8N R9W Section 9AA, Tax Lots 80101, 80102, 80103, 80104, 80105, 80106, 80107, 80108, 80109; Cannery Loft Condominium Stage 2) for the required potential 18 off-street parking spaces to provide 13 spaces on-site and 5 spaces within the right-of-way for potential future and existing uses within the ground floor units. The buildings are located in the S-2A Zone (Tourist Oriented Shoreland) and within the Gateway / Civic Greenway Overlay Zone. Development Code Sections 2.700 to 2.715, 14.005 to 14.030, 14.035 to 14.060, 14.075, Articles 7, 9, & 12, Comprehensive Plan Sections CP.005 to CP.028, CP.070 to CP.075, CP.130 to CP.186, and CP.190 to CP.210 are applicable to the request.

A copy of the application, all documents and evidence relied upon by the applicant, the staff report, and applicable criteria are available for inspection at no cost and will be provided at reasonable cost. A copy of the staff report will be available at least seven days prior to the hearing and are available for inspection at no cost and will be provided at reasonable cost. All such documents and information are available at the Community Development Department at 1095 Duane Street, Astoria. If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Contact the Planner at 503-338-5183 for additional information.

The location of the hearing is accessible to the handicapped. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting the Community Development Department at 503-338-5183 48 hours prior to the meeting.

All interested persons are invited to express their opinion for or against the request(s) at the hearing or by letter addressed to the Planning Commission, 1095 Duane St., Astoria OR 97103. Testimony and evidence must be directed toward the applicable criteria

identified above or other criteria of the Comprehensive Plan or land use regulation which you believe apply to the decision. Failure to raise an issue with sufficient specificity to afford the Planning Commission and the parties an opportunity to respond to the issue precludes an appeal based on that issue.

The Planning Commission's ruling may be appealed to the City Council by the applicant, a party to the hearing, or by a party who responded in writing, by filing a Notice of Appeal within 15 days after the Planning Commission's decision is mailed. Appellants should contact the Community Development Department concerning specific procedures for filing an appeal with the City. If an appeal is not filed with the City within the 15 day period, the recommendation of the Planning Commission shall be forwarded to the City Council for consideration.

The public hearing, as conducted by the Planning Commission, will include a review of the application and presentation of the staff report, opportunity for presentations by the applicant and those in favor of the request, those in opposition to the request, and deliberation and decision by the Planning Commission. The Planning Commission reserves the right to modify the proposal or to continue the hearing to another date and time. If the hearing is continued, no further public notice will be provided.

THE CITY OF ASTORIA



Anna Stamper
Administrative Assistant

MAIL: February 2, 2018

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Danforth Patricia Jean Trustee
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French III Alfred J Trustee
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Zalon Carolyn Lee Family Trust
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Cannery Loft Condo Owners Assoc
(representing all Condo owners)
Community Assoc Partners LLC
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Beaverton OR 97075

Stefanie Slyman
Harper Houf Peterson Righellis Inc
205 SE Spokane St #200
Portland OR 97202

Normadic Properties LLC
(on behalf of Condo owners)
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Portland OR 97229

Cannery Loft Condominium Owners Assn
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Division of State Lands
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Salem OR 97301-1279

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Leroy Aldolphson
Uniontown Neighborhood Assoc
c/o 165 W. Bond
Astoria OR 97103

ATTN: HOUSING OFFICER
COMMANDING OFFICER
USCG AIRSTA ASTORIA
2185 SE 12TH PLACE
WARRENTON OR 97146-9693

Jim Wolcott
Mill Pond Village Home Owners' Assoc
2735 Mill Pond Lane
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Port of Astoria
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E-MAIL

Anna Stamper

From: Hayley Espelund <hespelund@yahoo.com>
Sent: Tuesday, February 13, 2018 3:19 PM
To: Anna Stamper
Subject: Letter in support of variance request V17-04

To whom it may concern,

My name is Hayley Espelund and I am a local coach for Warrenton and Seaside. I have been head XC coach for the past 11 years and assistant/head for track and field for 12. I also teach women's jiu jitsu and self defense for the Adamson Brothers in Seaside. I wanted to reach out to you and offer support for the variance request V17-04 for modification of the parking space at the Cannery Loft Condominium. I have been not only a coach, but also am a certified personal trainer and work primarily with athletes in all facets of my work. I have been working with Dr Ted Forcum not only for my own treatments of injuries and recovery (I still compete as a triathlete and runner) but also I have found him to be the most successful and gifted physician for my athletes. I can not recommend anyone more talented and aware of athlete's needs than Dr Forcum. I have hoped for a long time that he would be able to set up a clinic here in the area, and he would be an asset for the entire North Coast athletic community. It is my understanding that the parking situation is one of the main issues keeping him from being able to open a clinic with doctors who work primarily with athletes. If there is something more I can do to help this modification along, please let me know.

Sincerely,

Hayley Espelund

503 440 2270

Sent from my iPad

503-440-2270

161 Railroad Ave

Gearheart, OR 97138

Definitions

Homeless, Homeless Individual, Homeless Person, Homeless Family:

(1) an adult individual or family consisting of at least one adult and one or more dependent juveniles who lacks a fixed, regular, and adequate nighttime residence;

(2) an adult individual or family consisting of at least one adult and one or more dependent juveniles with a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings, including a car, park, abandoned building, bus or train station, airport, or camping ground.

Emergency Shelter:

A temporary shelter that accommodates Homeless and meeting specific conditional use standards as defined in the development code.

Specific Conditional Use Standard

11.180 Emergency Shelters

I. Emergency Shelters

A. Purpose

The purpose of an Emergency Shelter is to provide short-term emergency shelter for Homeless when Homeless are at greater risk of injury and death from inclement weather conditions.

B. Description

An Emergency shelter provides an opportunity for Homeless to escape from weather conditions that can be hazardous to their health. Operating during the coldest hours of the day, and during the coldest months of the year, the shelter provides warmth, a place to dry, a place to sleep, and optional warming food and beverage.

C. Operation

1. Time Limits

- a) A building may be used as a temporary shelter for a maximum of one hundred twenty consecutive (120) days within any twelve (12) month period of time beginning on the first (1st) day of occupancy.
 - b) Shelters may be open to public accommodation between the hours of 7:00pm and 8:00am.
2. Operating Days
 - a) Shelters shall be open to public accommodation up to ninety (90) days within the one hundred twenty (120) day operating period.
 - b) Shelter administration shall use their discretion to determine which of the ninety (90) specific days to offer public accommodation during the one hundred twenty (120) consecutive days of operation.
 - c) Shelter administration shall use their discretion to determine how and when to notify their staff and the public about days of public accommodation.
3. Maximum Number of Occupants Allowed: The maximum number of allowable temporary shelter occupants shall be calculated using an occupant load factor of one (1) individual for every thirty-five (35) square feet of room area, not to exceed 30 individuals per night.
4. Neighborhood Responsibilities
 - a) Garbage Watch

During non-operating hours at least one responsible individual shall canvass the neighborhood within 100' of the Shelter and collect all trash not in receptacles.
 - b) Crime Watch

For two hours prior to and for one hour after the Shelter's operating hours, at least one responsible individual shall maintain a crime watch in and around the Shelter and shall report all suspicious activity to the Astoria Police Department.
5. Life-Safety Requirements
 - a) Weapons

The Shelter shall confiscate and hold in a safe place any and all weapons prior to allowable entry into the Shelter by any individual.

 - (1) Any individual carrying a handgun, shotgun, rifle or improvised firearm shall not be admitted into the Shelter and the contact reported to the Astoria Police Department
 - (2) Any individual carrying any weapon or device to be used as a weapon that is explicitly illegal to carry or conceal shall not be admitted into the Shelter and the contact shall be reported to the Astoria Police Department.
 - b) Fire Sprinklers

It is not necessary for a building to have fire sprinklers installed to allow it to be used as a temporary shelter. However, buildings with

approved fire sprinklers installed may be granted more flexibility as follows: When a building has approved fire sprinklers installed throughout, temporary sleeping areas may be located on any building floor level. When a building is not fully fire sprinklered, temporary shelter sleeping areas may only be located on the first (ground) or second floor. Sleeping areas are not permitted in basement areas of a non fire sprinklered building.

c) Smoke alarms and detection

All temporary shelter sleeping areas shall be provided with approved smoke alarms or a complete approved smoke detection system. All other areas of the building used for temporary shelter operations shall be equipped with smoke alarms or a smoke detection system as required by the local fire code official. Smoke alarms may be battery operated.

d) Carbon monoxide (CO) alarms and detection

All temporary shelter sleeping areas shall be provided with approved carbon monoxide alarms or a complete approved detection system in buildings that have a carbon monoxide source such as a heater, fireplace, furnace, appliance or cooking source that uses coal, wood, petroleum products and other fuels that emit carbon monoxide as a byproduct of combustion. This would include buildings with an attached garage with a door, ductwork or ventilation shaft that communicates with the rooms intended for sleeping. Carbon monoxide alarms may be battery powered.

e) Means of Egress (Exits)

All floor levels with temporary shelter areas shall have a minimum of two means of egress (exits) from each floor level. All means of egress (exit) paths shall be maintained free of obstructions at all times. Exits from sleeping areas shall be as follows:

(1) Sleeping areas located on the ground floor of a temporary shelter with an occupant load of 30 or less shall have a least one (1) exit and at least one (1) window qualifying as an escape or rescue window as defined by the building code.

(2) All other floor levels used as temporary shelter sleeping areas that have an occupant load of 10 or more shall have two (2) exits from the area. The exits serving the areas shall be separated by a distance equal to at least 1/3 of the longest diagonal distance of the area.

f) Emergency Evacuation Plan

All temporary shelters shall create and maintain an approved emergency evacuation plan addressing the evacuation of all

occupants in an emergency event. At a minimum, the emergency evacuation plan shall contain the following:

- (1) Building floor plans. Building floor plans for each floor of the temporary shelter with sleeping areas clearly identified.
- (2) Room size. The square footage of all rooms of the temporary shelter.
- (3) Egress (exit) path. Building floor plans shall clearly show the egress (exit) paths from all areas of the temporary shelter. Egress (exit) path floor plans shall be posted throughout the temporary shelter.
- (4) Life-safety systems. The emergency evacuation plan shall also include information about the fire sprinkler system, fire alarm system or the smoke alarms.
- (5) Occupant list. A list of all occupants each night must be made maintained and made available to the emergency personnel in the event of a fire or incident

g) Fire Watch

During sleeping hours a fire watch shall be maintained continuously. This means at least one responsible person shall be awake and assigned this responsibility. This duty may be rotated among a number of responsible adults during the sleeping hours. The fire watch person shall be equipped with a working flashlight and have access to a phone or carry a cell phone on their person.

h) Documentation

Documentation of all fire safety requirements including copies of the temporary shelter evacuation plan shall be maintained on site and shall be available for review at the request of the local fire code official.

i) Notification

The local fire code official shall be notified prior to the temporary shelter being used. Notification shall include the number of occupants being temporarily sheltered and the expected days and times that the temporary shelter will be used. The local fire code official may require an inspection prior to the shelter being occupied.

D. Parking

The Shelter shall provide 2 off street parking spaces for its staff and one additional off street parking space for every 10 individuals accommodated.

Zone Changes

Add "Emergency Shelters" as Conditional Use in Zones

1. AH-HC
2. C3
3. HR
4. LS
5. S2