



RFEI Astoria Central Waterfront

Questions and Answers

November 4, 2024

On October 10, 2024, the Port of Astoria issued a *Request for Expressions of Interest (RFEI)*, regarding development of Port-owned properties in the Central Waterfront. As part of the process, the Port invited interested parties to submit questions or requests for clarification related to the RFEI, establishing a deadline of October 31, 2024, for such requests/questions.

As noted in the RFEI, the Port is hereby issuing this response to questions and requests for clarifications. This document will be posted on the Port's website and will endeavor to notify known interested parties of this document.

Below are the questions that the Port received, with the Port's answers following.

Q: How is the current cruise ship terminal operated and maintained? Exclusively by the Port, or do the various passenger lines and carriers who use it have any stake or interest in improvements?

A: The Port is solely responsible for operating and maintaining the cruise ship terminal on the face of Pier 1. The various cruise lines schedule visits by submitting berthing reservations to Port staff, typically one or two years in advance of scheduled arrival dates. While the cruise lines do not currently hold long-term leases for use of the terminal, they do show interest in the conditions, planned maintenance and proposed improvements to the infrastructure.

Q: How are Riverfront Trolley improvements and infrastructure funded and maintained? What is the Port of Astoria's role in any expansion or upgrades to service?

A: The Trolley is maintained and operated by the Astoria Riverfront Trolley Association ("ARTA"), a local non-profit. Volunteers run the trolley and maintain the tracks, with funding provided by donors and the City of Astoria. While the Port has no formal role in the operation of the Trolley, the Port is willing to work with the City and ARTA on potential expansion and/or upgrades to service.

Q: What types of functions are envisioned for the mixed-use buildings in the Walker Macy / FFA plan? Are there any that would be prohibited by current or proposed code revisions?

A: The Port is open to a range of uses in these buildings, with a strong preference for uses (especially on the ground floor) that activate the buildings and the surrounding area – restaurants, shops, and maritime-related uses that will enhance the visitor experience and reinforce the success of other existing and new uses (e.g., nearby hotels). These anticipated uses are generally allowed under the zoning code, but Port staff will work closely with selected developers and their tenants to assure code compliance. Please also see p. 84 of the Master Plan.



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Q: Permitting and building structures over water or on adjacent land subject to earthquake, tsunami and flooding risks can be challenging and costly. Are there special design requirements to factor into our analysis? Additionally, what assistance will the Port and partner agencies provide to expedite project development and delivery?

A: While the Port acknowledges that building on or near water is challenging, each project is unique. The Port brings decades of experience in addressing these unique project challenges (design, engineering, permitting, etc.) and is open to assisting developers with any “extraordinary” pre-development efforts necessitated by over-water or near-water conditions.

Q: Will there be any benefits or swap credits for replacing aging wooden piers with more resilient construction in over-water locations?

A. As with the prior question, the Port will utilize long-term experience and expertise to facilitate development. The Port has navigated numerous environmental permitting and mitigation projects with local, State and Federal agencies to allow new or significantly upgraded development, many of which entail replacing aging piers and other over-water structures. In general terms, the replacement of existing structures gives the Port more leverage in securing permits, as opposed to new over-water structure(s).

Q: Can you provide a recording or summary of the findings from the Master Plan public testimony and community engagement process?

A: We have recordings of public hearings before the Port Commission, and the City of Astoria has recordings of its Council hearings, available upon request. We would also direct you to pages 49 and 60 of the Master Plan regarding Project Advisory Committee input, along with a summary of Stakeholder Interviews on pages 50-51. A high-level summary of the aspirations and concerns of the general public is found on pages 61 and 62.

Q: Related to this, has there been any research conducted on the scope, character, potential tenants, and amenities of the Market Hall component?

A: The Master Plan includes a thorough but high-level analysis of economic conditions that bear on various uses that may be inserted into the Market Hall and elsewhere within the Central Waterfront. However, there has not been in-depth market analysis/research on specific uses.

Q: Can we consult freely with Astoria Chamber of Commerce, Clatsop Economic Development, and other local or state officials outside of Port of Astoria during this RFEI and future phases?

A: The Port would not object to interested parties reaching out to these or similar entities during this stage of the process (up to and including the completion of the developer selection process), but we would request that any such queries be by email, with a cc: to waterfront@portofastoria.com, with the further proviso that we would want to participate in any such discussions. Our primary purpose in our engagement with any such conversations is the concern that these outside entities share information that is accurate, consistent with the Port’s intentions, and doesn’t give an unfair advantage to a particular developer team.

In addition to the above questions and responses, the Port received input from the City of Astoria regarding content in the RFEI. Below is the Port's summary of City input, along with Port commentary:

- Urban Renewal (p. 3 of the RFEI): City staff noted that the Astoria City Council will be meeting in the future to identify funding priorities for the City's two Urban Renewal Area (note that the entirety of the Central Waterfront falls within the Astoria West URA).
 - *Port Comment: Senior Port staff will be participating in these discussions.*
- Enterprise Zone (p. 3 of the RFEI): City staff notes that the Enterprise Zone program is administered by Clatsop Economic Development Resources (CEDR), not by the city.
- Utilities/Infrastructure (p. 6 of the RFEI): City staff notes that selected developers should consult with the City's Public Works Department
 - *Port Comment: As noted in the RFEI (p. 4), the Port will coordinate conversations and meetings between Developers and the Public Works Department.*
- Zoning (p. 8 of the RFEI): City staff made several notes regarding zoning, as follows:
 - There are five base zones (not four, as stated in the RFEI); Tax Lot 80907CA00900 is zoned C3, General Commercial.
 - There are three overlays which go above and beyond the requirements of the base zones, affecting at least some of the parcels in the Central Waterfront. These are the Bridge Vista Overlay Zone, the Port of Astoria West Mooring Basin Plan District, and the Pedestrian Oriented District.
 - City staff notes that there is a distinction between uses allowed as of right in any particular zone (or overlay zone) as opposed to uses that are only allowed through a conditional use procedure.
 - Any new development will be subject to review either by the Design Review Commission, or (in the case of any Historic properties or adjoining such properties, the Historic Landmarks Commission).

For any further questions about the RFEI, the Master Plan, or the Central Waterfront, please contact Waterfront@portofastoria.com. However, there will be no further publication of such questions and answers prior to the response deadline for the RFEI (November 14, 2024).