



AGENDA

ASTORIA PLANNING COMMISSION

August 27, 2019
6:30 p.m.
2nd Floor Council Chambers
1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a) July 23, 2019
 - b) August 6, 2019
4. PUBLIC HEARINGS
 - a) Miscellaneous Review (MR19-04) by Lum's Auto Center to paint a mural on the south elevation of an existing commercial building at 609 Bond Street in the C-3 (General Commercial) Zone.
 - b) Sign Variance Request (V19-10) by Rickenbach Construction on behalf of the Columbia River Maritime Museum to install signage at 2060 Marine Drive in the HR (Hospitality/ Recreation), GOZ (Gateway Overlay), and CGO Zone (Civic Greenway Overlay) Zones. The request will add one sign at 89 square feet to the existing 587 square feet for a total of 676 square feet of signage (as approved by Variance V18-08) for the Museum campus.
 - c) **continued from Aug. 6, 2019** Amendment (A19-05) by Community Development Director to amend the Astoria Comprehensive Plan to adopt Uniontown Reborn Master Plan (URMP), addendum to 2004 Astoria Transportation System Plan; amend Uniontown Area and Policies; amend Astoria Development Code with implementing ordinances for the Uniontown Area; and amend zoning map to designate Uniontown Overlay Zone. The area is generally from Smith Point to Columbia Avenue on the north and south sides of West Marine Drive.
5. REPORT OF OFFICERS
6. STAFF/STATUS REPORTS
 - a) Save the Date:
 - i. Tuesday, September 24, 2019 @ 6:30pm – next APC Meeting
7. PUBLIC COMMENT (Non-Agenda Items)
8. 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 COMM. DEVELOP. DEPT, 503-338-5183.

ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall
July 23, 2019

CALL TO ORDER:

President Fitzpatrick called the meeting to order at 6:35 pm.

ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Vice President Daryl Moore, Jennifer Cameron-Lattek, Patrick Corcoran, Cindy Price, Chris Womack, and Brookley Henri.

Staff Present: Contract Planner Rosemary Johnson. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES:

President Fitzpatrick called for approval of the June 25, 2019 minutes.

Vice President Moore noted the following correction:

- Page 8, sixth paragraph – “Vice President Moore confirmed that ~~the entire Commission was~~ **a majority of the Commissioners present were** in favor of a 28-foot base height.”

Commissioner Henri moved to approve the June 25, 2019 minutes as corrected, seconded by Vice President Moore. Motion passed unanimously.

PUBLIC HEARINGS:

President Fitzpatrick explained the procedures governing the conduct of public hearings to the audience and advised that handouts of the substantive review criteria were available from Staff.

ITEM 4(a):

A19-01B *Continued from the June 25, 2019 meeting.* Amendment Request (A19-01B) by Community Development Director to amend Development Code Sections concerning issues relative to height and maximum gross square footage in the Bridge Vista Overlay Area (exempted sections from A19-01A), as well as continued discussions regarding potential sub-areas within the Bridge Vista Overlay Area.

President Fitzpatrick asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. He asked if any member of the Planning Commission had any conflicts of interest or ex parte contacts to declare. There were none. President Fitzpatrick asked Staff to present the Staff report.

Planner Johnson reviewed the written Staff report via PowerPoint.

Commissioner Price said she believed what generated these changes in the Bridge Vista Overlay (BVO) was the need for public access to the river. Currently, some large areas of the river can be seen while driving along Marine Drive and walking along the Riverwalk. She preferred development be limited to bank height unless the use is water dependent throughout the entire BVO. She believed 28 feet was appropriate and was fine with moderate development. However, implementing 28 feet without discussing mass and scale eliminates public access from 2nd Street to the Port because there is no public right-of-way in that area. She believed it was essential to build public access at the west end of town. This extends to uses, which have not been discussed. Ground floors should include public spaces. None of the iterations of these proposed amendments have addressed access to the river.

Planner Johnson stated Columbia Street is one of the few large view corridors. The area under the Megler Bridge, Bay Street, and Basin Street also provide views, but those views are much smaller. Views between the

buildings at Astoria Warehouse are limited because the buildings are built out to the highway. Creating public uses on ground floors has been done in many zones. However, tourist-oriented uses on ground floors have been problematic over the years. The City is now trying to get away from tourist-oriented uses and is moving towards general development for locals and/or tourists.

Councilor Price said the last proposal for Uniontown Reborn suggested eliminating seven to 12 parking spaces on Marine Drive, where people could park and walk to the Riverwalk. This is a real problem. Allowing development that takes away the majority of the wider views people currently enjoy as they drive along Marine Drive means the City must do something about rights-of-ways and public parking so that people can get on the Riverwalk between 2nd Street and the Port.

Planner Johnson clarified that Uniontown Reborn recommends public parking in the Uniontown area, which is the south side of West Marine Drive. Other parcels not addressed by Uniontown Reborn could be used for public parking.

Vice President Moore asked if the Commission could require public access components as a function of the plan districts. He understood this could be considered eminent domain.

Planner Johnson noted that public access is required for overwater development in the Bridge Vista. Public access was not required for on land development because the intent was to get from the river trail to the river. It might be possible to require public access through a property, but she would have to check with the City Attorney to be sure.

Vice President Moore asked if the City could purchase the property at the end of Bay Street and turn it into a parking lot.

Commissioner Henri said she wanted to discuss massing and square footage maximums during this meeting.

President Fitzpatrick opened the public hearing and called for public testimony.

Stuart Emmons, 107 Kensington Avenue, Astoria, made handouts available and noted he would be speaking as a private citizen. He gave a PowerPoint presentation with comments as follows:

- He displayed sections cuts of buildings at 28, 35, and 45-feet tall. There is encouragement to do flat roofs because developers could get higher floor to floor heights on the interior of the building.
- He displayed an example of tuck-under parking and said he had concerns about the economic viability of the heights.
- He had considered floor plans with 90-feet of frontage perpendicular to the river and believed that numbers and dimensions should be tested. An office or studio apartment complex or hotel could not get too many units.
- Land costs are high, which encourages medical, dental, high end hotels, and chain drive-ins, making it more difficult to get other uses.
- Access to the riverfront, views, hotels, building massing, contributions to the local economy, and a working waterfront are all important to Astorians. He displayed the four chain hotels along the riverfront and said one of them was over 300 feet long. All of the hotels have ground floors made up of rooms and conference spaces, which provide absolutely no interface with the waterfront or the Riverwalk. The hotels create blank walls.
- He compared Astoria to Everett, Port Townsend, and Kalama, saying it was possible to get a chain to do something other than their standard designs, provide popular public access at the street ends, and provide access to the waterfront in a variety of way, including ground floor public access in buildings. He displayed examples and explained how cities, ports, restaurants, and hotels worked together to provide amenities along the riverfront.
- He considered Pier 39, the brew pubs, and the trolley to be Astoria's riverfront success. He especially appreciated the outdoor seating at Astoria Brewing and Buoy Beer.
- Fish Hawk Fisheries is Astoria's only water dependent use between the Port and Tongue Point, other than the Coast Guard. He did not believe other water dependent uses were economically feasible because of land and development costs.
- Mo's has a very poor interface with the Riverwalk and Pier 11 is just a computer lab. The City should have worked with the owner of Pier 11 to get a restaurant and make the space more accessible to the

public. Additionally, the buildings that make up Pier 8, which were purchased by Buoy Beer, will have 40 hotel rooms. He did not believe this was the best use of that building, which is one of the best remaining historic structures on the riverfront. The City should be working more proactively with the owner to get more public access. Lastly, the Astoria Warehouse site has 512 feet of frontage. The City should allow enough leeway in the zoning code to make sure something else happens on that site, as opposed to just leaving the buildings and punching in a few windows.

- A lot of work is needed on the marina, Big Red, the former rail lines that are now slated for a park, and the East End Mooring Basin. The former Seafarer Restaurant building needs to be demolished. He was not comfortable just leaving the ruins. The City should find ways to come up with programs for redevelopment and to make areas more accessible to the public.
- He asked the Commission to coordinate goals, visions, and economics with building heights, lengths, and massing. He wanted a vision for the whole waterfront first and then work the building heights and lengths into that vision.
- Astorians deserve design excellence. Astoria has not seen great architecture since the mid-century. It is time for more efficiency and more creativity.
- He suggested a master plan on top of the Riverfront Vision Plan now that the Riverwalk is in place and the community has seen some new projects. The master plan should especially focus on a ground floor program.

Vice President Moore noted that no right-of-way or easement for the Riverwalk existed in front of Mo's. Mo's built their parking lot so that people would not get run over and attempted to make room for the Riverwalk, which he believed was good. Mo's did not have to allow people to walk through their property.

Commissioner Henri said she had been on the river walk in Kalama and the park adjacent to the McMenamin's property was a wonderful public space. She asked Mr. Emmons if his presentation considered the integrity of the Astoria Riverwalk and waterfront, or if the presentation was specific to the Bridge Vista Overlay, and what was he particularly suggesting for the Bridge Vista.

Mr. Emmons said he wanted to stay neutral. He was speaking about the Bridge Vista because it set a precedent for the entire waterfront. Anytime the City thinks about a portion of the waterfront, the City should also think about how that will work for the totality. He suggested the City do a master plan in coordination with the Port and Astoria Warehouse. The master plan can say which ground floor use is allowed and have goals.

President Fitzpatrick stated a 28-foot height limit would limit a building to two floors. With a 30,000 square foot maximum, a building would need to be half as long or half as wide as the McMenamin's in Kalama, which was three floors. Allowing 30,000 square feet in three floors makes a real difference, as a two-story building at 30,000 square feet would be either 140 by 105 feet or 210 by 70 feet.

Mr. Emmons stated the McMenamin's building is very popular with residents and visitors. He confirmed for Commissioner Henri that the building was built brand new by the port for McMenamin's. The hotel was modeled after the first Hawaiian because Kalama was from Hawaii.

Commissioner Henri stated the Kalama waterfront was very different from Astoria's and they had a lot more space.

Mr. Emmons added that Kalama also had a completely different economy but used them as a comparable just to get the City talking. Astoria will not copy Port Townsend but could take away some good ideas and rework things for Astoria.

Commissioner Henri said she wanted to discuss massing and building sizes because unless those items are in the Code, the Commission has not really finished its work. The Commission has agreed on height limitations and their next responsibility is make sure the city does not end up with whales that block views because height restrictions encouraged long and wide buildings.

President Fitzpatrick clarified that the Commission had not yet agreed on any height limits. He called for any testimony in favor of the application.

Jan Mitchell, 362 Duane, Astoria, stated Astoria was not Kalama or Port Townsend. Astoria is in a different situation and must take its parking situation seriously because there is not a lot of land for expansion in the area.

What has been discussed would be considered substandard for most major construction. She agreed with the need for public access. The Port is not in the position to provide land or construction because they have major issues to deal with. So, for at least the next 10 years, the City could not do a plan that relied on a partnership with the Port in that way. Mo's was not the perfect solution, but the building would have been a four-story high-end condominium. The Buoy Beer housing with hotel has already been approved. If situations change, something would probably happen at the 6th Street docks. She understood the Commission was concerned about mass and height, which is a struggle. However, she urged the Commission to remember that there were three corporate hotels that wanted to build on the waterfront and Staff has worked very hard to try to update the Code to prevent another Fairfield. She encouraged the Commission to try to come to conclusions in a timely manner and forward their recommendations to City Council so that next time a developer walks through the door with a project, the City has something that expresses Astoria's values and context. She did not want to see another situation where an attorney is threatening City Council. This is an opportunity to set the stage for the next 10 or 20 years.

President Fitzpatrick called for any testimony impartial to the application.

Jan Faber 3015 Harrison Avenue, Astoria, said he had seen many proposals come before the Commissions by big developers who say anything less than what they proposed would not be economically feasible. He was not sure the developers really meant it would not be economically feasible but meant that their proposal would be most profitable for them. There is a brand new hotel on the waterfront in Ilwaco, which fits in with the architecture of the Ilwaco waterfront and has only 10 rooms. Somebody thought this hotel was economically feasible. The concept of economic feasibility must be weighed against what Astoria wants. The Commission is considering height and mass limitations because the City believes the only way a project can be economically feasible at 28-feet high is if a building stretches across the horizon. That is not actually true. He believed the Commission should say what Astoria wants and tell developers that if they cannot do it, somebody else will. He confirmed with Staff that the definition of water-dependent uses included passive recreation and said he could not imagine anything that would not comply with the exception allowing 35 feet. Water dependent means that if the use were located somewhere else, it could not happen, for example a boat delivery system. If the City is going to make an exception for water dependent uses, the use must really be water dependent and could not function anywhere else. He walks the Riverwalk at least three times a week and notices view of the river as well as the hills of Astoria. The Hampton Inn seems large, but it is set back so far that he can see the hills on one side and the river on the other side. This makes walking the Riverwalk very enjoyable. He encouraged the Commission to think about implementing enough of a setback so that people can see Astoria on both sides.

Vickie Baker 3015 Harrison Avenue, Astoria, commended the Commission on the height limitation, which she believed was an important thing to put in place to stop some of the things that developers have wanted. It is very important for the Commission to work with mass, scale, and corridors to the river. Restrictions need to be put in place quickly. Some of the places she had been require parking when a certain number of people will be using a building. She did not know if that had been addressed yet by the Commission. This is important because there is limited space in the area being discussed. The small hotel in Ilwaco had public spaces on the first floor, a pub and a restaurant. Astoria can look for more of those kinds of places. Astoria does not have to accept big hotels. The first step to implement height limitations was a good one.

President Fitzpatrick called for any testimony opposed to the application.

Frank Spence, 5169 Birch Street, Astoria, Port of Astoria Commissioner, stated that on reviewing the minutes and statements of the general public, most people do not realize what the Port really is. The Port has been discussed in generic terms with a piece of property along the river that is like any other. However, this is not the case. The warehouse and Port properties are two separate distinct properties which require special needs and special planning. Astoria Warehouse is privately owned and will be privately developed. The Port is a public entity governed by five elected commissioners who are responsible to all the citizens in Clatsop County. The proposal is not what the Port hoped for in getting a master plan. There are over a dozen nice pictures in the handouts, but there is not a single picture of property on the Port of Astoria. Earlier that day, he stood in front of the red building, looked south, and took pictures, which he planned to submit as part of the public record. Many of the restrictions and criteria being called for are not relevant to the Port property. He urged the Commissioners to stand in front of the red building and the vacant lot and look to the south, where they will see the back end of Motel 6, Tsunami Hall, and a couple of other halls. The Port is recessed and cannot see Marine Drive. So, 35-foot height limits are out of the question. The potential there is much higher. It is no secret that on the vacant land between the red building and the bridge, the Port is holding in reserve through a deposit from Mark

Hollander representing Marriott Hotels. Some people say no more hotels, but he believed the market would decide whether more hotels are needed. He had seen and been at McMenamin's and he liked that idea. The Port would control the design. Additionally, through the various public processes including coming before the Planning Commission, the City Council, and the Design Review Board, the design would be addressed. The Port's West Mooring Basin District criteria allows the Port to adopt a master plan if all of the proposed restrictions are followed. That is not developing a master plan. The Port cannot be constricted by the criteria imposed on other properties in the overlay. He supported and understood the restrictions for the rest of the BVO, but the City has already addressed future planning with various vision plans. The Port is an industrial economic engine with multiple purposes. The Port accommodates cruise ships, which generate millions of dollars for the county. They also export timber, host fish processing plants, a marina, and a boat repair yard. Therefore, the Port should be free to develop a master plan without foregone restrictions that will hamstring the Port.

Martin Beau 1368 South Main, Warrenton, said he was a native Astorian. He supported the creation of a plan district for the Astoria Warehouse property, which has been one of the economic hubs with family paying jobs and benefits. He would hate to see the Commission put too many limitations on what could be done on the property or limit the economic climate of the area. When he was growing up in Astoria there were numerous canneries along the waterfront that employed a lot of family wage earners who supported the retail shops and businesses throughout the city. Astoria Warehouse was created by two local Astorians who purchased the property from Bumble Bee Seafoods in 1983. They created a labeling and casing operation and in 1985 the owners sold their interests in Astoria Warehouse to two Seattle area seafood companies, Icicle Seafood and Peter Pan Seafood. This sale enabled the Astoria Warehouse operation to continue with canned salmon supplied by seven Alaska canneries. Astoria Warehouse employed 25 permanent personnel with family wage jobs, medical benefits, and retirement plans. The company also purchased supplies from local vendors. In April 2018, the operation ceased due to trucking costs and the owners merging with another seafood labeling company in Washington. When Astoria Warehouse was in operation, it labeled nearly three million cases of canned salmon yearly and shipped it throughout the U.S. and overseas. As the current site manager, he had the opportunity to let people tour the warehouses. Tours have been given to Business Oregon and local businesspeople. People have visions of what could happen with this property and they know the plight of keeping the waterfront visible. However, he did not believe these people want the City to place so many restrictions on the property and limit the economic environment. A plan district would give the new owner time to develop a master plan, which is very essential to the economic success of the property. At the last Planning Commission meeting, a man said his son had asked if he planned to voice support of the limitations. The son might not ever think about becoming a resident of Astoria if restrictions limit job opportunities, providing no other option but to live elsewhere. During one Planning Commission meeting, Commissioner Moore had asked about an easement allowing the public to go through private properties. Many people do not pay attention to private property signs and drive into the property anyway. Additionally, homeless people walk through now. What would happen if the property were opened up to Marine Drive? He was concerned about liabilities to the property owner. Upon the request of the Astoria Police Department, he has posted signs on the property giving the police the legal right to chase people off the property. The Commission should seriously consider a plan district for the Port of Astoria, which is supported by more than just the City's property tax base. He invited the Planning Commission and City Council to tour the Astoria Warehouse facility to see what the buildings are actually like. In the 19 years he has been with Astoria Warehouse, City Manager Estes and former Mayor Willis Van Dusen have only been to the site once. Otherwise, no City Councilor or Planning Commissioner had ever asked to tour the buildings.

President Fitzpatrick said the Commission would be happy to consider a tour.

Mr. Beau said the Commissioners could call him anytime at 325-4021 and leave a message if he did not answer.

Bill Garillo Astoria Warehouse, stated that from a land use planner perspective, the idea of public space is important. He encouraged the Commission to think about the notion of borrowed space. Public space does not necessarily have to be publicly owned land. It could also be things like restaurants, which can be done in a collaborative setting with goals and guidelines. He asked that the Commission take more time to figure out how to encourage the right kinds of incentives and regulations. This will take more work with architects, developers, and planners to help create the kind of regulatory environment the Commission wants in that area. There are things the Commission can do to allow more development activity in exchange for borrowed spaces that do not have to be publicly owned. Most of the other waterfronts nationally use that as a tool. He urged the Commission to take more time, work with the local development community, and do this right.

Chris Farrar, 3023 Harrison Avenue, Astoria, said he appreciated the job the Commissioners were doing. He served on the Clatsop County Planning Commission and understood it was often difficult to listen to all the testimony and make a good decision. There were not as many people present at this meeting as there were at the last meeting, but it was clear at the last meeting that the public had a view about what kind of a city they wanted and what kind of development they believed was appropriate to preserve Astoria's qualities. Astoria is not Port Townsend or Kalama. Astoria is the oldest settlement west of the Rocky Mountains by European settlers. Astoria has roots in European origins and the people of the community have spoken, signed petitions, and attended meetings. Everyone is worn down by this relentless tendency to try to grow buildings, like farmers that want to see them grow bigger, wider, and taller. Astoria does not need that. A small building can be successful and that is more appropriate for a small town. Astoria does not need four-story and larger buildings. There are plenty of opportunities for development of reasonably sized buildings. Developers will find a way. The City needs to set standards that do not allow another Hollander-sized hotel. He disagreed that the market would decide whether Astoria needed more hotels. Traffic will determine that. Astoria does not need more hotels bringing transients into a town with a real issue with flow through and integration of traffic patterns. Businesses will lose money as traffic concentrates. People lose patience and just want to get through the city. This is a chance to make a change, stand our ground, and make sure that rampant development is not allowed. The City will need to control all of the people who come to Astoria for a good time. He was in favor of the 28-foot height limit across the board, including the Port property and the warehouse property. Many have reached the decision that water dependent uses need a structure that goes higher or wider. He supported that as well. The gentleman who spoke about the warehouse property was not talking about hotels. He was talking about what the waterfront should be used for. He agreed with Port Commissioner Spence that the Port properties belong to the citizens of Clatsop County and the Port should do what the citizens of the county want. A Port does not invoke an image of a big hotel. He pictured docks and cranes loading ships and fish being dumped in big bins. The Port should not be involved in tourist activities. The Port should start holding meetings and asking the public to give input about what they want to see on the land. He was opposed to offering special permissions on the Port or warehouse properties. Only about 15 percent of the entire BVO is outside of those two properties. It is not a good idea to allow 85 percent of the land to come up with their own rules. It was clear at the last meeting that people do not want tall buildings in the area. Developers can get over that and figure out a way to make reasonable developments that fit the town.

President Fitzpatrick called for a recess at 7:56 pm. He reconvened the meeting at 8:02 pm and called for rebuttal testimony and closing comments of Staff.

Planner Johnson reminded that the Riverfront Vision Plan is the current plan the City is working on and this is the process by which the plan is implemented. The goal has always been to closely coordinate with the Port, Astoria Warehouse, the City and the public. Recreational use in the water dependent area refers to truly water dependent recreational uses, not viewing or walking from another use. The Code refers to walking and viewing from the river trail, not from a deck of a hotel. Swimming and boating are tied to the water, as well as walking along the river front. She also reminded that when the Port considers a master plan, only a very small section of the Port is include in the BVO, which includes the Thunderbird, Red Lion, the parking lot, the mooring basin, the Cannery Pier Hotel, and the section by Maritime Memorial. The BVO does not include the rest of the Port. She noted a typographical error on Page 2 of the Port Plan District document. The sunset clause should state, "Application to establish the ~~Astoria Warehousing~~ **Port of Astoria** Plan District." If the Commission is going to discuss other options, the public hearing can be closed now or kept open for additional public testimony.

President Fitzpatrick closed the public hearing and called for Commission discussion and deliberation.

Vice President Moore stated he remained steadfast against the 28-foot height limit. Reducing the height would not create or preserve views in any way. Creating and preserving views of the river need to be done at street level. Views from Marine Drive are obstructed by a fence and going up to 35 feet would not have any additional affects over a 28-foot building when looking towards the river. He also agreed with Commissioner Price that a height moratorium would result in longer buildings because developers will maximize the square footage that can be created on a property. People find long buildings offensive. The majority of the Astoria Warehouse buildings are between 28 and 25 feet tall, and they are the largest obstructions of the river from Marine Drive. So, lowering the limit to 28 feet does nothing to preserve or create new views. He did not believe the building massing amendments were appropriate because the lot sized in the area vary so greatly. The proposed limit would result in a very small building and a lot of undevelopable land on several lots. He made handouts available at the dais, which documented a plan that addressed views heights, building massing, and building orientation, and

incorporates floor-to-area ratios (FARs) that may be more appropriate for the area. He was against the existing amendment and wanted to discuss the document he presented.

Commissioner Henri said she believed the Commission needed to discuss the balance between height and mass. Throughout the public hearings, very few of the public said they were concerned about preserving views from Marine Drive. Most people are concerned about the views from their homes and from the Riverwalk. Basing the view corridor on Marine Drive is misleading and limited.

Commissioner Womack stated he was also against the 28-foot height restriction because mass and scale are not being discussed simultaneously. He agreed with Vice President Moore that the City would still have blocked views and there is no appreciable difference between 28 and 35 feet from the perspective two blocks up the river. He challenged people who live many blocks up the hill to tell the Commission which buildings were 28 feet and which were 35 feet from two blocks up Marine Drive. He was against the 28-foot height limit unless an FAR allowed for higher buildings.

Commissioner Price said the City is not building only for people who live on a certain part of the north slope. She wanted to discuss the new handout. The properties are not aligned and Staff has shown how difficult it is to preserve views from Marine Drive. Astoria is not Kalama or Port Townsend, but Mr. Emmons presentation inspired good ideas. She hoped Port Commissioner Spence would have a tough conversation with Mr. Hollander because Mr. Hollander will eventually build a hotel. If the hotel looked more like McMenamin's in Kalama than the box he wants to build, the Commission will have a very different conversation. Architecture matters.

Planner Johnson noted she had four copies of the handout available for the public.

Commissioner Corcoran asked if the FAR would apply to both of the planned areas and the unplanned areas.

Vice President Moore explained that any sweeping changes to the BVO would apply to all of the properties in the BVO. The special districts could modify some things and the Commission can determine whether or not the FAR is allowed a variance or exception within the plan districts.

Commissioner Cameron-Lattek said she recognized the challenges of the 28-foot height limit, but felt okay about it because it would apply to such a small percentage of land and the plan districts would offer opportunities for bigger development. The BVO should have open spaces with nothing over the water. She noted that the docks at the 6th Street were not within the BVO, so overwater development could be allowed there.

Planner Johnson presented the proposal described in the handouts. Overwater development codes would remain unchanged. On land, rather than 288 feet with no massing, the height could be increased to 35 feet without any variances allowed. Stepbacks could be required above 24 feet to keep the mass of a three-story building smaller. Additionally, a gross floor area and FAR limit could be implemented. The original draft recommended a gross floor area for all buildings on a site. This proposal would limit each building on a site to 30,000 square feet. The only two properties that could have more than one 30,000 square foot building are the Port and the Astoria Warehouse properties. She recommended a 0.75 FAR, which means only three-quarters of a lot could be covered with a one-story building. About two-thirds of a lot could be covered with a two-story building. This will result in more views and open areas. Any buildings on one lot would have to be at least 60 feet apart. That 60-foot corridor would not have to provide physical access, but it would still give visual public access through the buildings.

Commissioner Corcoran asked what the implications would be on smaller lots.

Planner Johnson explained smaller lots would only be able to build one building. The FAR on a 50-foot wide lot would provide smaller corridors. She also recommended that the setbacks not apply to pedestrian areas and FARs not apply to pedestrian oriented areas. She displayed the boundaries of the pedestrian oriented area on the map and noted that pedestrian areas were intended to have more compact development. She also reminded that the Port and Astoria Warehouse plan districts were not yet in place, so the FAR would apply to those properties until a plan district was approved. Additionally, anytime a Code includes a numeric value, variances are allowed unless the Code specifically states otherwise.

Councilor Price said it seemed as if most of the area would be exempt from the FAR by not applying it to the pedestrian zone.

Planner Johnson responded that the Commission could apply a higher FAR to the pedestrian area. The intent of the pedestrian area is to have tighter development, which is more pedestrian friendly. She confirmed for Vice President Moore that the Gateway Overlay Zone had a minimum FAR of 1.0 because more massing is preferred in that zone.

Vice President Moore stated the Riverfront Vision Plan called for density in the pedestrian area of the BVO and it is the Commission's job to implement that plan.

Commissioner Womack asked if parking would be excluded from the FAR.

Planner Johnson explained that if parking is required, it would not be part of the gross floor area or the FAR, even if the parking was ground floor parking under a building. This would discourage open parking lots and if parking were inside the building, the lot could have more green space.

Commissioner Cameron-Lattek asked if ground floor parking would be included in the building height.

Planner Johnson said no, the entire building envelope would not be allowed to exceed the height limit, regardless of what is in the building.

Commissioner Henri believed the Commission had agreed on 28-feet at the last meeting.

Planner Johnson reminded that at the last meeting, the majority of the Commission present indicated they preferred 28-feet. However, two Commissioners were not present. Discussion about 35-feet relative to the mass of the building began during this meeting when it appeared as if less than a majority preferred 28-feet.

Commissioner Henri stated she was mainly concerned that the public who attended the last meeting or who read the minutes of the last meeting might not know that 35 feet was being discussed.

Planner Johnson said the Commission was only making a recommendation to City Council and there is still one more public hearing before the City Council. However, the Commission could also re-open this public hearing to take comments before making a decision.

Commissioner Henri said many people have urged the Commission to hurry towards a decision. Design processes are iterative and lengthy. The Commission has such big design decisions to make and she was nervous about feeling rushed. It is important to make sure the Commission is making careful decisions even if that takes more time.

President Fitzpatrick confirmed that the majority of Commissioners wanted to take public comments on the newest recommendations for height and mass. He called for a recess at 8:39 pm to give the public time to review the handout and consider the Commissioner's comments.

The meeting reconvened at 8:46 pm.

Commissioners Price and Cameron-Lattek stated they wanted the FAR to apply to the entire area without excluding the pedestrian area because omitting the FAR from the pedestrian area would block views of the bridge.

President Fitzpatrick reopened the public hearing at 8:49 pm and called for public testimony.

Vicky Baker 3015 Harrison Avenue, Astoria, said she believed the pedestrian area should be included in whatever the Commission wanted to do. A lot of people have spoken about the 20-foot [28-foot 2:19:34] restriction. This Commission could go ahead with that and implement the FAR so that the amendment process can go to the next level.

Elizabeth Menetrey, 3849 Grand Avenue, Astoria, stated this meeting was very different from the last meeting. At the last meeting, she submitted over 100 petitions calling for 28-feet. Now, a different outcome was being discussed. She was very disappointed.

Stuart Emmons 107 Kensington, Astoria, suggested that meaningful incentives be included for ground floor public uses, like restaurants, bars, libraries, markets, retail, and conference centers. This would enliven the environment on the Riverwalk.

Phil Garillo Astoria Warehouse, asked that the Commission give the public more time to run some numbers and see how the FAR would actually apply to existing buildings. He suggested the Commission leave the written record open for seven to ten days and continue the hearing for deliberation purposes only.

Jan Faber, 3015 Harrison Avenue, Astoria, said he was concerned about the definition of water-dependent use. During review of the Fairfield Inn, debate about the definition and use of the word "retain" carried the decision up to City Council. The interpretation was ridiculous. Developers will try anything and focus on any part of the language to wiggle through. The definition of water-dependent will allow tons of wiggle room, so why not make the language tight. He also worried about use of the word "floor" as it related to how many floors a building would have. The height limit should be regardless of how the floors were divided.

President Fitzpatrick closed the public hearing at 8:54 pm and called for rebuttal from the Applicant.

Planner Johnson said a statement could be added as part of the amendment to clarify that passive recreation such as viewing and walking were not associated with a non-water-dependent use. If passive recreation were eliminated completely, the river trail would not be allowed.

President Fitzpatrick recommended the Commission keep the public comment period open and continue the hearing for deliberation.

Planner Johnson noted that the comment period was usually seven days, which would be enough time for the Commission to review comments and for Staff to propose revised draft amendments at the August 6th meeting.

Vice President Moore and Commissioner Womack stated they would not be present for the August 6th meeting. After some discussion about Commissioner availabilities and the amendment process timeline, the Commissioners agreed it would be most appropriate to continue the hearing to the August 27th meeting. Commissioner Price moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Amendment Request A19-01B by the Community Development Director and recommend approval by the Astoria City Council with the following changes as annotated by Staff:

- Limit building height to 28-feet
- Implement the floor-to-area ratio across the entire zone

Motion seconded by Commissioner Henri.

President Fitzpatrick called for discussion of the motion on the table.

Commissioner Price stated she made the motion because she believed there was not that much difference between 28 and 35 feet. Additionally, the Commission has taken numerous public comments. The majority of the public and the Commission have agreed on 28 feet and that should not be overridden now. The FAR was a good idea, but it should be extended to the pedestrian oriented overlay area because that area is the bulk of the BVO. It is time for the Commission to make a decision because the Commission has enough information to make a decision and allow the Council to review the Commission's recommendation.

Commissioner Womack said he was in favor of a 35-foot height limit with an FAR. He planned to vote against the motion.

President Fitzpatrick stated he would vote in favor of the motion if the height limit were 35 feet.

Commissioner Corcoran said he was present at the last meeting, which had a quorum. He understood that the Commission had made a decision and was surprised to hear that was not the case. He would vote in favor of 28 feet with the FAR.

President Fitzpatrick responded that a full Commission will always have a different discussion than a partial Commission because more opinions and different understandings will be expressed when all of the Commissioners are present, which could change the vote.

Commissioner Cameron-Lattek said she believed the FAR made more sense with a 35-foot height limit. Taller but narrower buildings will provide more views.

Commissioner Henri said she was attached to the 28-foot height limit because of the public testimony. However, she agreed that taller and narrower buildings would preserve views. She believed the public would appreciate the view corridors between buildings. It would be great to make a recommendation to City Council tonight, but it is also important for the Commission to take time to process the public comments and give Staff time to amend the proposal based on those comments. She wanted to receive public testimony before voting. It would be unfair to sneak in 35 feet even with the FAR without due process.

Vice President Moore stated the Commission was not violating any due process and he was ready to vote.

Commissioner Womack stated he was not present at the last meeting, but he had read the minutes. No vote in favor of 28-feet was documented in the minutes. However, the minutes did reflect that there was a consensus among the Commissioners who were present and that the conversation would be continued to this meeting. New public input will not change the math involved in the FAR, building heights, and view corridors.

President Fitzpatrick restated the motion and called for a vote.

Commissioner Price moved that the Astoria Planning Commission adopt the Findings and Conclusions contained in the Staff report and approve Amendment Request A19-01B by the Community Development Director and recommend approval by the Astoria City Council with the following changes as annotated by Staff:

- Limit building height to 28-feet
- Implement the floor-to-area ratio across the entire zone

Motion seconded by Commissioner Henri. Ayes: Commissioners Price, Corcoran, and Henri. Nays: President Fitzpatrick, Vice President Moore, Commissioners Womack and Cameron-Lattek. Motion failed 3 to 4.

Vice President Moore asked if the Commission was legally obligated to honor the request for a continuance.

Planner Johnson understood that the Commission only had to honor the first request for a continuance, which had already been done for this hearing. However, she advised that the Commission confirm that with the City Attorney.

Mr. Garillo stated his opinion as an attorney was that the Commission was not required to honor the request made at this meeting. He agreed with Planner Johnson's understanding of the requirement and said subsequent requests were discretionary.

Vice President Moore said if the public record were left open and the hearing continued for deliberation, he wanted it continued to the August 27th meeting. Otherwise, he would be willing to make a motion now.

Commissioner Cameron-Lattek and President Fitzpatrick stated they were ready to vote.

Vice President Moore moved that the Astoria Planning Commission adopt the revised Findings and Conclusions contained in the Staff report, approve Amendment Request A19-01B by the Community Development Director, and recommend approval by the Astoria City Council with the following changes:

- Extend the floor area ratio to the pedestrian tourist zone
- Note the differences between 28 feet and 35 feet throughout the document
- Add a clarifying statement about the definition and use of the phrase "water-dependent use"

Motion seconded by Commissioner Womack. Motion passed 6 to 1. Ayes: President Fitzpatrick, Vice President Moore, Commissioners Womack, Corcoran, Henri and Cameron-Lattek. Nays: Commissioner Price.

Commissioner Price stated she voted no to honor the hundreds of people who asked for 28 feet.

Planner Johnson noted that because this decision was a recommendation to City Council, it was not appealable yet. City Council would likely review the Planning Commission's recommendation on August 19, 2019.

REPORTS OF OFFICERS/COMMISSIONERS:

Commissioner Cameron-Lattek reported that she attended the commercial fisheries industry tour hosted by Sea Grant and the Oregon State University Extension Office. She learned more about the industry in the area and met people she did not normally come in contact with. The tour was relevant to considering the types of structures needed to do that type of work. She recognized the need for 35-foot high buildings for water-dependent uses. She also learned the importance of ice houses.

Commissioner Henri reported that served on the Uniontown Reborn technical advisory committee as a representative of the Planning Commission. She did not believe there would be any conflict of interest or ex parte contact during the Commission's review of the master plan proposal.

Planner Johnson reminded that Uniontown Reborn was a legislative matter, not a quasi-judicial hearing. Representation allowed participation in the planning process.

STAFF UPDATES/STATUS REPORTS:

Meeting Schedule

- August 6, 2019 at 6:30 pm – APC Meeting (A19-05 Uniontown Reborn Master Plan)
- August 27, 2019 at 6:30 pm – APC Meeting

PUBLIC COMMENTS:

There were none.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 9:26 pm.

APPROVED:

Community Development Director

ASTORIA PLANNING COMMISSION MEETING

Astoria City Hall
August 6, 2019

CALL TO ORDER:

President Fitzpatrick called the meeting to order at 6:30 pm.

ROLL CALL:

Commissioners Present: President Sean Fitzpatrick, Jennifer Cameron-Lattek, Patrick Corcoran, Cindy Price, and Brookley Henri.

Commissioners Excused: Vice President Daryl Moore and Commissioner Chris Womack.

Staff Present: City Manager Brett Estes, Contract Planner Rosemary Johnson, and Contract Planner Mike Morgan. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES:

No new minutes to review.

PUBLIC HEARINGS:

President Fitzpatrick explained the procedures governing the conduct of public hearings to the audience and advised that handouts of the substantive review criteria were available from Staff.

ITEM 4(a):

A19-05 Amendment Request (A19-05) by Community Development Director to amend the Astoria Comprehensive Plan to adopt the Uniontown Reborn Master Plan (URMP), addendum to 2004 Astoria Transportation System Plan (TSP), amend Uniontown Area and Policies, amend Astoria Development Code with implementing ordinances for the Uniontown Area, and amend zoning map to designate Uniontown Overlay Zone (UTO). The area is generally from Smith Point to Columbia Avenue on the north and south sides of West Marine Drive.

President Fitzpatrick asked if anyone objected to the jurisdiction of the Planning Commission to hear this matter at this time. There were no objections. He asked if any member of the Planning Commission had any conflicts of interest or ex parte contacts to declare.

Commissioner Henri declared that she served on the stakeholder and technical advisory committees for the master planning project. She did not consider that to be ex parte contact. She confirmed that she could be impartial.

City Manager Estes explained ex parte contacts did not apply as this was a Code amendment.

President Fitzpatrick asked Staff and the consultants to present the Staff report.

Planner Morgan reviewed the written Staff report via PowerPoint. Staff recommended the Commission take public testimony, approve the request, and recommend adoption by the City Council.

Scott Richmond, Jacob's Engineering, briefly presented additional details that augmented the Staff report via PowerPoint. His presentation included the objectives of the Master Plan, the master planning timeline, and outreach initiatives.

Matt Hastie, Angelo Planning Group, presented the land use components of the Staff report required to adopt and implement the Master Plan, which included recommendations for allowed uses, landscaping and setback standards, building heights and massing, parking requirements, and design guidelines.

Mr. Richmond presented the transportation recommendations contained in the Staff report via PowerPoint, which focused on Marine Drive and would increase safety throughout the area. He provided details of recommended projects, as well as the benefits and implications of those projects.

Commissioner Cameron-Lattek said the documents show the east bound travel lane would be removed from the roundabout to 8th Street, not from Hamburg Avenue to Columbia Avenue/Bond Street as stated in the presentation. City Manager Estes explained that as part of the City's adopted TSP, that project includes a set of lane reconfigurations from 8th Street to the Doughboy, converting that section from a four-lane to a three-lane roadway. That would address issues created by the TSP update process. The concerns at that time were that pedestrians were not able to cross Marine Drive through that section. The master planning project recommends applying that concept further to the west along Marine Drive. He confirmed the Commission was currently just considering the section between Hamburg and the Doughboy.

Commissioner Cameron-Lattek asked how likely it would be for the City to find public parking to offset the on-street parking that will be lost.

Mr. Richmond stated the team worked with the City to identify potential properties. As properties come available, the City can obtain funding to acquire properties for public parking. However, the team was not currently recommending the City look for properties at this time.

City Manager Estes added the entire study area is within the Astor West Urban Renewal District (AWURD), which would provide funding for land acquisition and development. The search for off-site parking would be done in tandem with a construction project.

Commissioner Corcoran asked what the funding mechanism was for the stretch between 8th Street and Columbia. City Manager Estes responded that City Council approved an application process to be submitted to Oregon Department of Transportation (ODOT). The City was recently notified by ODOT that the application did not make the cut. He confirmed funding would be obtained through the regular process of applying for grants from the State. If this request is approved and adopted, the area will be eligible for ODOT grant funding in the future. The TSP recommends one lane in each direction with a center turn lane in the section between 8th Street to Columbia.

Commissioner Corcoran said he wanted to know what Columbia would look like when the train intersection project was complete. He assumed the train intersection project informed the Master Plan currently being recommended.

Mr. Richmond stated the traffic analysis assumed the configuration east of Columbia contained in the adopted TSP.

Commissioner Corcoran believed the Uniontown Reborn project was driven by transportation planning. City Manager Estes explained that the City secured funding for this project in 2015 from the State of Oregon Transportation Growth Management Program (TGMP). The TGMP provides funding for efficient multi-modal transportation improvements and reviews land use activities to promote more efficient environments. While a transportation element is part of this grant, the land use component considers changes to the Development Code necessary to make the area what the City wants.

Commissioner Corcoran understood, but added that the transportation piece seemed central. He believed the priority should be to make sure the transportation pieces connected well and that traffic flowed through the city in a systematic way. Concerns about traffic flow and parking have triggered a lot of contingent scenarios and he struggled with where to put the Master Plan with the design phase and implementation. The Plan is a template with no funding or motivation. So, he was interested in the next step for visualizing in a real way how likely it is that any part of the Plan will manifest.

City Manager Estes said the only way to get funding from ODOT is to have an adopted Master Plan in place. He reiterated that transportation was one component of the Plan and zoning was the other part. When this planning process started, there were concerns from City Council about the types of development that could occur in the area. The Code amendments will establish a framework for a preferred set of development alternatives for the

future. If the Plan is approved, City Staff and ODOT can then pursue funding for the transportation elements of the Master Plan. If funding is approved, then the design process will begin. He confirmed public engagement was part of the design process, but City Council would determine whether or not the City would pursue a project. For example, last night, City Council approved an intergovernmental agreement (IGA) with ODOT for two Statewide Transportation Improvement Project (STIP) funded sidewalk improvement projects by the high school. ODOT has asked that the two projects be combined into one project, yet the design process has not begun. Now that the City and ODOT have the agreement, the design phase can begin. He reiterated that the public would be involved in the design process.

Commissioner Corcoran stated the Master Plan was indicating that if street parking was lost, public parking alternatives would be found. However, that may or may not happen when it comes down to the design phase. City Manager Estes clarified that if the Plan states there shall be off-street parking, then off-street parking would be part of the design phase.

Commissioner Price said this project puts the cart before the horse. She understood bureaucracies and funding mechanisms, but various grants will be necessary to make the Uniontown vision happen. In this case, the ODOT grant was received before the visioning. She wanted Uniontown to have a better traffic pattern that slows traffic down and makes the area more pedestrian and bicycle friendly. She was concerned that the design phase would come later. She asked when the City's contracts with Jacob's Engineering and Angelo Planning would end. City Manager Estes stated the contracts ended at the end of September. Any work done after September will be paid for by the City of Astoria.

Commissioner Price confirmed with Staff that ODOT did not have any deadlines. She asked if ODOT had already approved the transportation recommendations in the Master Plan.

Michael Duncan, Project Manager and TGMP Grant Manager, Oregon Department of Transportation (ODOT), stated ODOT supported the City's grant application, which aligned with TGMP goals. Those goals were realized through the planning process.

Commissioner Price asked if ODOT's support was an indication that there was a high probability that ODOT would provide the funding to complete the project by 2035.

Mr. Duncan explained that when ODOT puts a project in a long-range planning document, that project is determined to be reasonable and likely. When the City applies for State funding for that project, Staff will indicate on the application whether the project was included in a long-range or comprehensive plan. The lane reconfiguration was originally supposed to be funded during this STIP cycle, but the project did not make the final list. However, the project is a priority for the region and for ODOT due to safety and connectivity.

City Manager Estes added that this project was directed by City Council because they had concerns about the lack of development review in this corridor. The focus on Uniontown was adopted as a City Council Goal about five years ago, so the City started the Façade Improvement Program through the AWURD and pursued grant funds to assist with developing other tools to achieve the goal. At the same time, the City was completing its TSP with a focus on pedestrian safety because pedestrian safety was the main topic discussed throughout that planning process. The TSP included the lane reconfiguration between 8th and Columbia and, while there were discussions about extending the lane configuration to the west, the consultants and ODOT did not have the capacity to determine whether the project should go farther west.

Commissioner Price asked how much AWURD funding was available for Uniontown and what would the funding be used for. City Manager Estes stated City Council envisioned an adopted plan and grant opportunities. Staff could look for funding from ODOT and pair that with urban renewal funds to complete a streetscape project from the roundabout to the Doughboy.

Commissioner Price asked if the City had a streetscape design and engineering plan. City Manager Estes confirmed Staff was moving forward as directed by City Council.

Commissioner Henri asked what the Code requirements were for reviews and approval by the Planning Commission and Design Review Committee. Planner Johnson confirmed that projects under this Plan and outside of historic districts would follow the City's usual design review processes. If a project was adjacent to a

historic property, it may need review by the Historic Landmarks Commission. City Manager Estes noted that this proposal would expand the area where design reviews are required.

Commissioner Henri asked how the proposed height limits and allowances compared to the existing requirements. Planner Johnson said the overlay would apply to the C-3 zone, which currently allows 45-foot tall buildings. The height would remain the same, but would also require step backs. The allowance for required architectural equipment on the roof would remain as well.

Commissioner Henri asked if drive-in businesses would include a coffee kiosk. She also wanted to know if the new requirements would apply to existing uses. Planner Johnson confirmed that existing uses would become existing non-conforming uses and the requirement would only apply to any new facility. A new coffee kiosk would be prohibited in the core area, but still allowed in the Gateway sub-area.

Commissioner Henri stated that at the last stakeholder and technical advisory meeting, the committee was hung up on choosing between a pedestrian refuge and a left turn lane at Bay Street. She asked how that was resolved and what the implications would be of connecting Bay and Basin Streets north of Columbia.

Mr. Richmond said a TSP project would be associated with development to connect Bay Street and Basin Street parallel to West Marine Drive. The initial recommendation was to have a pedestrian median refuge, an enhanced pedestrian crossing at Bay Street and extending the median across the east portion of Bay Street. That would have prohibited left turns on to Bay Street. The left turn on Bay Street is the only access to the Maritime Memorial Park and the service access of Motel 6. Therefore, the consultants backed off of the recommendation to restrict left turns, which are low demand for limited uses.

Commissioner Henri said Figure X in the Master Plan still needed to be updated with bike lanes on both sides of the street. She confirmed that the Plan was in favor of allowing on-street parking at the Bay Street intersection.

Mr. Richmond added that the area did not have as many driveways, so there would not be a frequent need for left turns. The sidewalks are wider and the rights-of-ways are more narrow.

City Manager Estes confirmed for Commissioner Henri that the Master Plan included a provision for an off-street parking area.

Commissioner Corcoran stated he wanted to eliminate the bike lane requirement. He asked if an underpass could be built underneath the traffic circle that came up on the north side and connected with the Riverwalk bike lane. City Manager Estes explained that an underpass was discussed as part of the Riverfront Vision Plan. ODOT and City engineers determined that at high tide there was not enough clearance under the bridge.

Mr. Richmond added that one of ODOT's recommendations for public infrastructure is to enhance the connection just east of the Smith Point roundabout for pedestrians and bicyclists, and add a section of multi-use path just west of the Best Western that would connect to the Riverwalk. Additionally, clearer warnings to drivers about the crossing would be installed.

Commissioner Corcoran said that stretch was not safe for bicyclists. He suggested the bike lane on Hamburg go off to the right by the dump station.

Mr. Richmond explained that there are many types of bicyclists. The transportation route along the highway provides striped bike lanes as part of the Oregon Coast Bike Route. The recreational bicycling opportunities are adjacent to the trolley trail. This Master Plan is subject to more refined designs.

Mr. Duncan added that safety concerns were discussed, but bicyclists still needed to be accommodated on the highway. Additionally, a segment of the highway is part of the Oregon Coast Bike Route, so eliminating the bike lanes from the Master Plan was not an option.

Commissioner Corcoran stated his vision was to integrate the Oregon Coast Bike Route with a safer, more aesthetically pleasing option at the dangerous intersection. That could also allow the City to have 12 extra feet in the planning corridor through the area. Providing space for bike lanes means a loss of on-street parking, which is a pressing issue.

President Fitzpatrick called for a recess at 7:46 pm. The meeting reconvened at 7:52 pm.

Commissioner Price noted that the Master Plan was subject to change and the Commission has heard a lot from the public that more time is needed. However, the City is under a clock. She believed the Plan reflected the direction given by City Council. The reason for the Plan is to incentivize public investments in the neighborhood and improve transportation. She hoped the Commission could focus on a unifying vision and a coherent set of plans for the area. She was concerned about allowing auto sales and services in the West Gateway sub-area because the area is the first impression people get of Astoria as they enter town from the west and the south. The City is trying to eliminate cars and parking on Marine Drive. Auto sales will be used auto sales because the city does not have enough land for a new auto lot. She requested that auto sales and services be added to the list of recommended prohibited uses for the area.

Commissioner Cameron-Lattek clarified that the Master Plan stated auto sales were prohibited.

City Manager Estes noted Commissioner Price had discovered an error in the Code document. Automobile sales would be prohibited in the Western Gateway Area. However, the Plan recommended allowing automobile services.

Commissioner Price said she assumed the Master Plan would not be adopted that night, so the document could be revised.

Commissioner Cameron-Lattek asked what options the Commission had to take action on this request.

City Manager Estes explained that Staff recommended a continuance so Staff can further revise and refine the recommended Code language and recommendations to provide more clarity. The grant funds for this project do have an expiration date and any work done after that will be paid for by the City and will reduce Staff's capacity.

Commissioner Henri confirmed with Staff that the Commission's recommendation to City Council would be considered by City Council. After the Commission makes its decision, Staff must provide adequate public notice. Therefore, if the hearing is continued, the work would extend beyond the grant funding timeline, which expires at the end of September. He reminded that two City Council meetings are necessary to adopt ordinances.

President Fitzpatrick opened the public hearing and called for testimony from stakeholders.

Gordon Schriever [1:31:15] 2778 Grand, Astoria, said he owned property in the Gateway area on Marine Drive. He appreciated all the effort going into the Plan. He was worried about 10-foot sidewalks because he had invested a lot of money into moving one of his buildings back four feet to provide more room in front and facilitate the historic reconstruction of the building. However, it looked like it would be a long road. He wanted to know where the utility poles would be relocated to and was concerned they would end up in someone's back yard with lines going across the street. It would be a huge visual improvement to relocate all of the lines underground. That area of town is very windy so he did know where the City could put trees. He was concerned the Plan would get adopted at this meeting, but this seemed to be a long-range project.

Diana Kirk [1:33:23] 281 and 453 W. Marine Drive, Astoria, said she had been part of the planning process from the beginning and met Mr. Richmond 18 months ago. A lot of what the stakeholders have brought up has changed in the last two weeks. She appreciated that the stakeholders were being listened to. The Bay Street turn is important because of Memorial Park and because the crosswalk is dangerous. There are not a lot turns in that area. About 20 of Motel 6's units, the only parking for Helping Hands, the Tigard Building [1:34:30], and Suomi Hall are only accessible from the backside of the motel. Three of those buildings are historic and their only parking is accessed from Bay Street. Her building in the Gateway Area is a four-plex. She recommended that everyone walk from the bridge to the roundabout to get a sense of what it is like to live in the area. People in this town talk a lot about workforce housing and her four-plex is workforce housing. Most of the buildings have parking or access from Alameda and backing out of those parking spots is dangerous. Her prospective tenants choose not to submit an application because it is so dangerous to back out. She believed the bike lane would provide some protection and make it safer to back out on to Marine Drive. Eight parking spots from the bridge to the roundabout are on the chopping block. Her four-plex only has four parking spots. When her tenants have visitors, they must turn left on Portway, then make a left on the street where the trolley cars go, and walk all the

way back across Highway 101. Yesterday, there were four cars parked in those spots and it is very important to the people who live in those properties. The three taverns in Uniontown are the three oldest bars on the entire Oregon/Washington Coast and they part of the historic area. There are four lights proposed for the area. There are already 17 power lines in front of her building. Downtown gets to decorate for holidays and is part of town with the Regatta signs. The proposed lighting will be the area's only opportunity to hang anything in Uniontown and feel like the neighborhood is part of the city.

Nancy Montgomery 279 W. Marine Drive, Astoria, Three Cups of Coffee and Columbia River Coffee Roaster, said Bay Street is a view corridor. Her building is at the top of Bay Street and the large arching windows look down on to the water. She wanted to keep views of the river part of her life and daily experience. She wanted the Commission to be aware of her relationship with the Port and the property currently being used as Maritime Memorial Park. Bay Street extends down to the water and she wanted to encourage the City to gain real control of that property and consider acquiring more of the Port's property to the west to anchor the city in parks. The City has Maritime Memorial Park on the west end and the Maritime Museum not quite on the east end where a lot of events happen. If the area along the Riverwalk was a real park, the community can celebrate both ends of the city.

Stuart Emmons 107 Kensington, Astoria, stated he had already submitted an email regarding this project. He had done projects with the Portland Bureau of Transportation, the community, and ODOT. He understood the push and pull, traffic counts, parking, and stacking distances. Many times, he tried to encourage people to look at the big picture instead of getting into the weeds of the traffic engineering. Uniontown is the city's gateway, the most important entry into the city. He believed the traffic circle was wonderful, but it could be made better. Currently, there is a car wash, a derelict gas station, a Fast Lube, a billboard, Portway, Worker's Tavern, and Triangle. The groups of historic houses need work as well. He did not see a unified vision between the circle and the Doughboy. This is the City's moment to create a vision. If the City cannot get the gas stations bought, the City should figure out ways to mitigate them. He urged the entire community to do better. There has been too much left brain thinking on this project and the City needs to get over to the right brain with drawings and schemes showing the walking experience, driving experience, and bicycle experience.

Rachel Jensen Lower Columbia Preservation Society (LCPS), PO Box 1334, Astoria, said she was relieved to hear the hearing was likely to be continued. She wanted the name of the Historic Preservation and Design Committee to be corrected in the Stakeholder section of the Master Plan on Page 14. She believed the Plan was referring to the Historic Landmarks Commission. Additionally, she wanted clarification on the Wauna Credit Union site mentioned on Page 38 of the Master Plan. Would the building be demolished or was the Plan just referring to accessory parking?

Planner Morgan said the Plan was referring to the auxiliary parking area behind the Mexican restaurant, which is owned by Wauna.

Ms. Jensen suggested that reference be removed from the Plan or that the location be clarified in the Plan.

Planner Morgan explained that the final draft of the Plan would contain a generalized recommendation rather than specific locations.

Elizabeth Menetrey, 3849 Grand Avenue, Astoria, said the concerns about height are the same as those for the Bridge Vista Area. The Plan seemed to say that more height was necessary to add residences because the residences finance the development. The Plan also indicated that parking would be reduced, even though buildings would be higher, make more income, and serve more people. This is clearly a problem.

Will Johnson, 509 Kensington, Astoria, asked if there would be more opportunities for the public to provide input.

President Fitzpatrick stated there would be more opportunities for comments at the next meeting.

Mr. Johnson said that was fair. In the draft, the words might, maybe, and shall allow a lot of wiggle room. Parking is a very minor issue, but he does lose his parking space when the cruise ships come in. If the existing parking was removed, he was not sure how much farther he would have to walk. Everyone will be affected by the parking. The parking should be maintained for those who live in Astoria and for those who visit. He liked the idea of burying power lines, but he knew it would cost about 10 times more than putting the lines on a pole. He

thanked the City for working on the Master Plan and hoped the City would look after the residents. He wanted to maintain a beautiful town, keep the buildings low, go slow, and do this right.

President Fitzpatrick called for closing comments of Staff and the consultants.

City Manager Estes said he would love underground utilities in Uniontown. When downtown was rebuilt in 1922, underground utilities were installed. Now, the chair wall system is approaching 100 years old and has started to have challenges. Staff could consider underground utilities as part of an urban renewal design project. Pacific Power will not pay to have utilities underground. Additionally, some types of lines cannot be buried.

Planner Johnson added that the Bay Street view corridor was in the Gateway Overlay for the Bridge Vista and not part of Uniontown Reborn. Additionally, the Code proposed to implement the Plan states that the 50 percent reduction in off-street parking requirements only applies to developments of 5,000 square feet of land or less. The other exemption would be restricted to existing buildings without parking that cannot be redeveloped due to lack of available parking space. A building expansion of 10 percent or less could not decrease the available off-street parking. Exceptions would be processed through an administrative permit.

Mr. Hastie noted that one of the objectives of the Plan was to provide opportunities for more housing, including workforce housing. Housing would not occur in this area unless taller buildings were allowed. Development above one story will not be financially feasible unless buildings are at least 45 feet tall. Illustrations were not created because the Plan is not proposing radical changes to the area, which already had many existing buildings. The planning team focused on transportation improvements, projects, and changes to development standards that met the goals and objectives of the Plan.

Planner Morgan said Portway Tavern is in the Urban Core Area. The area west of Portway would continue to have some automobile-oriented uses like the Fast Lube. The trade off was that the entire area from the roundabout to the Doughboy fall under the design guidelines and restrictions of the Design Review Committee.

City Manager Estes said it would be helpful for the Commission to provide Staff with feedback.

Commissioner Price encouraged the Commission to take a walking tour through Uniontown lead by Diana Kirk or Nancy Montgomery. There are two parts of Uniontown separated by a long block where the bridge is. There is quite a lot of worker housing in Uniontown. Removing parking spaces from these areas will impact the residents and the businesses. Astoria is not Portland. Uniontown is a big hill and 45 feet is unlikely to impact anyone's view. It is important to consider the differences between the two areas and for the Plan to require parking. Lighting is also very important because there are long spaces between areas and the intent is to create a pedestrian effect for Uniontown. The Commission received emails from Nancy Montgomery and Jan Mitchell, which contain important considerations. She hoped Staff would pay attention to the emails.

Commissioner Henri said she believed the Plan needed to state that off-street parking shall be provided. She also wanted the Plan to emphasize the need for more than one off-street parking area because the corridor is long and walking distances need to be considered. If parking areas are serving a certain cluster of houses or shops and they are located across from Marine Drive where there is no crossing, and the parking is not accessible. It would be a challenge to make off-street parking facilities appropriately serve the areas that need off-street parking. She was unclear about the master planning process and wanted to know when the design process would take place. The Master Plan will not answer a lot of the questions people have because it just provides a framework for the design process to follow. She also wanted to know how speed limits would be addressed.

City Manager Estes explained that the ODOT funding process first requires an IGA with the City. Then designers would be hired to go through the design process with the City. He used the Waterfront Bridges project as an example to describe the City's standard process for transportation projects. ODOT had approved \$8 million for the project, the IGA was then approved, and then designers began working on the project. When issues arose about what the interface along the waterfront would look like, City Council discussed the issues and took public input on the project. The feedback from Council and the public was used to develop the Plan that was ultimately approved by City Council. After the design was finalized, the project went out to bid. When the bids came in over budget, the City and ODOT worked together to secure more funding.

Planner Johnson added that for development projects, the recommended Code amendments would implement the Master Plan through design guidelines and requirements that individual private developers must adhere to. The Design Review Committee reviews private development projects.

Commissioner Corcoran asked if locomotive services would be allowed in the Gateway Area.

Staff confirmed that automotive services were allowed in other areas, but not in the Gateway Area [Inaudible at 2:14:03 overtalking and away from the microphone]

Commissioner Corcoran asked for clarification about the recommended solution for view corridors along Bay Street. City Manager Estes explained that the right-of-way ended at the east/west driveway and did not extend all the way to the river. The Port of Astoria owned the property to the north and the City maintained to the hedge row to the west on Port property. The City had a lease with the Port for Maritime Memorial Park, but the Port did not renew the lease and has since leased the property to another individual.

Commissioner Corcoran stated parking was always the big elephant in the room. He liked the Plan and believed a lot of good work had gone into it. However, he preferred that the Plan identify an anchor parking location for commercial businesses and the housing units.

Commissioner Cameron-Lattek stated she wanted to hear more at the next meeting about the trade-offs and options for the loss of on-street parking. Parking seems to be more of an issue for Uniontown than it is for downtown. Uniontown provides great options for workforce housing and those residents will be most affected by the loss of parking. Parking will be lost to accommodate bike lanes which will be used predominantly by visitors. She believed the lane reconfiguration between 8th Street and the Doughboy was absolutely necessary because it would protect the livability of the area by creating a slower moving pedestrian area, which will make the area much more pleasant for workforce housing to occur. She agreed that the height allowances on the south side would encourage the kinds of housing developments that will make the area an even better neighborhood. She inquired if it would be easier to get funding for underground utilities if the Plan recommended it, adding it would be a great way to honor Astoria's 100 years of buried utilities downtown.

Commissioner Price moved that the Astoria Planning Commission continue the hearing for Amendment Request A19-05 by the Community Development Director to August 27, 2019 at 6:30 pm in City Council Chambers at City Hall; seconded by Commissioner Henri. Motion passed unanimously.

REPORTS OF OFFICERS/COMMISSIONERS:

No reports.

STAFF UPDATES/STATUS REPORTS:

Meeting Schedule

- August 27, 2019 – APC Meeting at 6:30 pm

PUBLIC COMMENTS:

No comments.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:51 pm.

APPROVED:

Community Development Director

STAFF REPORT AND FINDINGS OF FACT

August 9, 2019

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, CONTRACT PLANNER

SUBJECT: REQUEST FOR MISCELLANEOUS REVIEW (MR19-04) BY LUM'S AUTO CENTER TO PAINT A WALL GRAPHIC ON THE SOUTH ELEVATION OF AN EXISTING COMMERCIAL BUILDING AT 609 BOND STREET

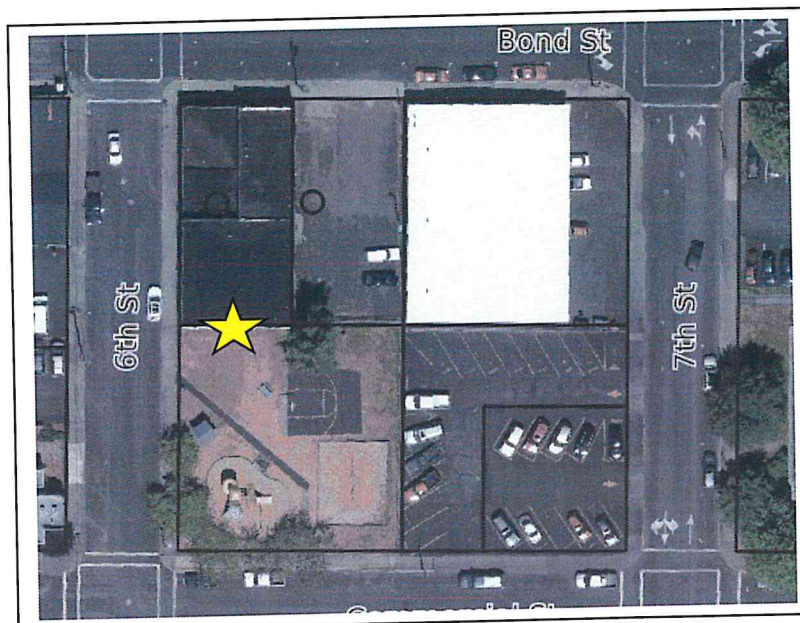
I. BACKGROUND SUMMARY

- A. Applicant: Lum's Auto Center
1605 SE Ensign Lane
Warrenton, OR 97146
- B. Owner: David Lum
1605 SE Ensign Lane
Warrenton, OR 97146
- C. Location: 609 Bond Street; Map T8N-R9W Section 8CB, Tax Lot 4300; Lot 1, Block 22, McClure's
- D. Proposal: To paint a wall graphic on the south elevation of the building at 609 Bond Street facing the Childrens' Park
- E. Zone: C-3 Zone (General Commercial)

II. BACKGROUND

A. Subject Property

The subject property is located on the south side of the building at 609 Bond, formerly an auto dealership.



B. Adjacent Neighborhood

The mural faces the Children's Park, a City playground bordered by 6th Street to the west, Commercial Street to the south, and a County parking lot to the east. Several apartment buildings are located across Commercial Street. A commercial office building is located to the west of the park.

C. Proposal

The applicant has engaged the services of Mickey Cereghino's community art class from Astoria High School, who completed the mural sometime in January 2019, consisting of a classical image of a Chinese dragon. It is intended to beautify the blank concrete wall of the Lum building, and to honor the Lum Chinese heritage and Chinatown. The mural is predominately blue, green, red and gold, and is appropriate for the Children's Park.



III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet, excluding rights-of-way, pursuant to Section 9.020 on August 5, 2019. A notice of public hearing was published in The Astorian on August 20, 2019. Any comments received will be made available at the Planning Commission meeting.



IV. STANDARDS AND CRITERIA

- A. Section 1.400 of the Development Code defines a “wall graphics” as, “Any mosaic, mural or painting or graphic art technique or combination or grouping of mosaics, murals, or paintings or graphic art techniques applied, implanted or placed directly onto a wall or fence which does not identify a business or product, or carry a commercial or non-commercial message, excluding historical signs.

Finding: The request is to approve an existing wall graphic directly on the south elevation of a building owned by David Lum at 609 Bond Street. The mural covers the entire south wall of the building, and is approximately 50 feet wide

by 15 feet high, or 750 square feet. No neon or bright colors are proposed. The building on which it is located is currently vacant. This graphic does not carry a message relative to any business located in this building or nearby and therefore is not a sign.

- B. Section 8.080(E)(1) of the Development Code states that *“Except as noted in Section E.3 below, designs shall be evaluated by the Planning Commission on a case by case basis in order to determine appropriateness to the area. The Planning Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100 based on their evaluation of:*

- a. *The appropriateness of the work in terms of color, scale, location and design; and,”*

Finding: The colors used are traditional Chinese colors utilized for this subject matter. The graphic is appropriate in terms of color, scale, location and design.

- b. The impact on surrounding buildings, views and vistas.

Finding: The graphic would be visible from the park and across Commercial Street, as well as the County Courthouse and parking lot, and the Baptist Church. The wall graphic should improve the view of this wall.

The north side of Marine Drive is developed with Burger King, a parking lot for the State Office Building, and a Mini Mart. The location of the wall graphic will not impact these properties.

V. RECOMMENDATION

The request meets all the applicable review criteria. The applicant should be aware of the following requirements:

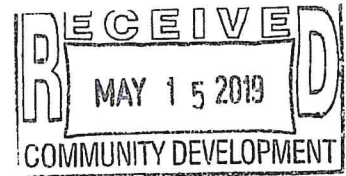
- Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Planning Commission.

Staff recommends approval of the request.



CITY OF ASTORIA
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COMMUNITY DEVELOPMENT

TLM



MR 19-04

☐ Fee Paid Date n/a By _____
\$350.00 Commission "Promote Astoria Fund"
Fee: \$200.00 Administrative

MISCELLANEOUS REVIEW
(Part 1 – Add Specific Misc. Review Docs)

Property Address: 609 BOND ST

Lot 1 Block 22 Subdivision McClures
Map T8N R9W sec 8CB Tax Lot 4300 Zone C-3

Applicant Name: LUM'S AUTO CENTER
Mailing Address: 1605 SE ENSILW LANE WARRENTON OR 97146
Phone: 503-861-1144 Business Phone: 503-861-1144 Email: JULIE@LUMSAUTOCENTER.COM
Property Owner's Name: DAVID LUM
Mailing Address: 1605 SE ENSILW LANE WARRENTON OR 97146
Business Name (if applicable): LUM'S AUTO CENTER
Signature of Applicant: _____
Signature of Property Owner: _____

Proposed Construction / Use: _____

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

Miscellaneous Review of Wall Graphics - Astoria Planning Commission:

Briefly address each of the Wall Graphics criteria and state why this request should be approved. (Use additional sheets if necessary.)

Section 1.400. WALL GRAPHICS: Any mosaic, mural or painting or graphic art technique or combination or grouping of mosaics, murals, or paintings or graphic art techniques applied, implanted or placed directly onto a wall or fence which does not identify a business or product, or carry a commercial or non-commercial message, excluding historical signs.

Name and type of business at location where wall graphic is to be installed:

Section 8.080(E). Wall Graphics.

1. Designs shall be evaluated by the Planning Commission on a case by case basis in order to determine appropriateness to the area. The Planning Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100, based on their evaluation of:

- a. The appropriateness of the work in terms of color, scale, location and design; and

COLOR - Blue, Green, Red, Gold (Predominately)

SCALE - Full-size on South Facing Wall

LOCATION - OLD LUM'S BUILDING ON BOND ST.

DESIGN - CHINESE DRAGON REFLECTING LUM'S HERITAGE

- b. The impact on surrounding buildings, views and vistas.

It will beautify a park setting - currently

the wall is "stained tan" with cracks and white

splotches. The view will provide a pleasing, colorful setting.

1. The square footage of a wall graphics is not calculated as part of the allowable area of signage or number of signs associated with a business site, use, or activity.
-

PLANS: Attach a site plan indicating location of the proposed wall graphic on the property is required. Diagrams showing the proposed wall graphic indicating color and type of materials to be used. Scaled free-hand drawings are acceptable.

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, August 27, 2019 at 6:30 PM at Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Sign Variance Request (V19-10) by Michelle Dieffenbach with Rickenbach Construction on behalf of the Columbia River Maritime Museum (CRMM) to install signage at 2060 Marine Drive (Map T8N R9W Section 8DA, Tax Lot 700; footing of Block 129) in the HR Zone (Hospitality/Recreation), GOZ (Gateway Overlay), and CGO Zone (Civic Greenway Overlay). The request will add one sign at 89 square feet to the existing 587 square feet for a total of 676 square feet of signage (as approved by Variance V18-08) for the Museum campus (Map T8N R9W Section 8DB, Tax Lots 100, 102, 200, 201, 202, 300, 301; footing of Block 131 & 132); Map T8N R9W Section 8DA, Tax Lot 202, footing of Block 130, Shively). Development Code standards 2.966 to 2.972 (Hospitality/Recreation), 14.001 to 14.030 (GOZ), 14.035 to 14.075 (CGO); Article 8 (Sign Regulations); Article 9 (Administrative Procedures), and Article 12 (Variances), and Comprehensive Plan Sections CP.005 to CP.028, CP.057 to CP.058, CP.067 to CP.068, and CP.190 to CP.210 are applicable to the request.
2. **Miscellaneous Review (MR19-04)** by Lum's Auto Center to paint a mural on the south elevation of an existing commercial building at 609 Bond Street (Map T8N-R9W Section 8CB, Tax Lot(s) 1, Block 22, McClure) in the C-3, General Commercial Zone. Development Code Standards 2.385 to 2.415, Articles 8 and 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.050 to CP.055 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 Community Development 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.

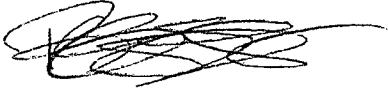
All interested persons are invited to express their opinion for or against the request(s) at the hearing or by letter addressed to the Planning Commission, 1095 Duane St., Astoria OR 97103. Testimony and evidence must be directed toward the applicable criteria identified above or other criteria of the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

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

A handwritten signature in black ink, appearing to read 'Tiffany Taylor', with a stylized, overlapping flourish at the end.

Tiffany Taylor
Administrative Assistant

MAIL: August 5, 2019

STAFF REPORT AND FINDINGS OF FACT

August 20, 2019

TO: ASTORIA PLANNING COMMISSION

FROM: ROBIN SCHOLETZKY, AICP, CONTRACT PLANNER

SUBJECT: VARIANCE REQUEST (V19-10) BY RICKENBACH CONSTRUCTION ON BEHALF OF THE COLUMBIA RIVER MARITIME MUSEUM, TO INSTALL SIGNAGE AT 2060 MARINE DRIVE.

I. **BACKGROUND SUMMARY**

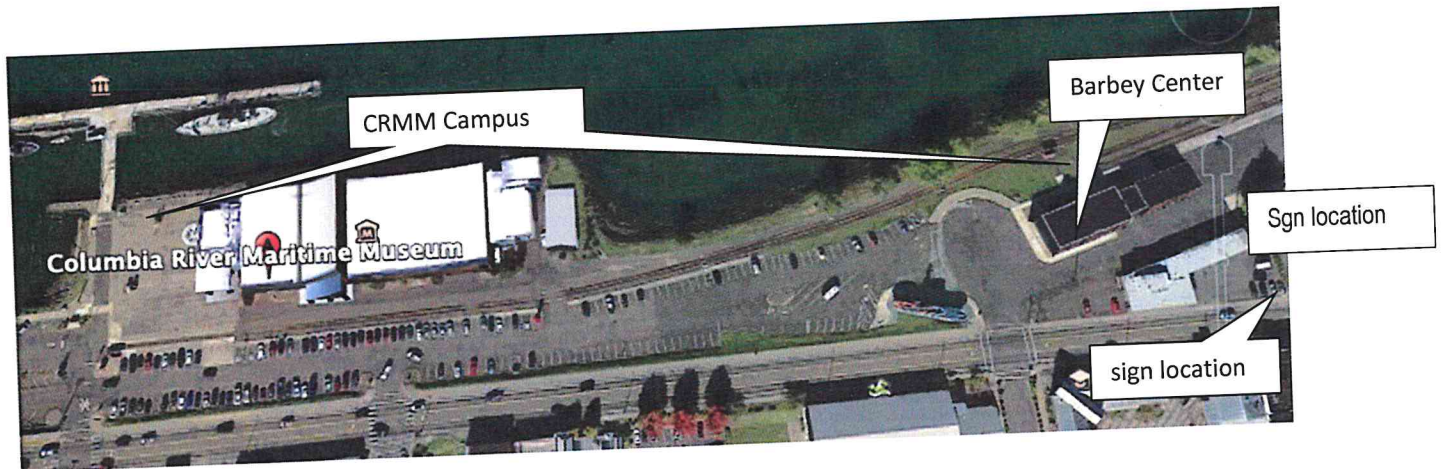
- A. Applicant: Rickenbach Construction
37734 Eagle Lane
Astoria OR 97103
- B. Owner: Columbia River Maritime Museum
1792 Marine Drive
Astoria OR 97103
- C. Location: 2050/2060 Marine Drive
Astoria, OR 97103
Map T8N R9W Section 8DA, Tax Lot 700, footing of Block 129
- D. Zone: HR, Hospitality/Recreation zone and Civic Greenway (CGO) and Gateway Overlay (GOZ) zones
- E. Proposal: Add one monument sign of 89 square feet to the campus associated with the Columbia River Maritime Museum. Additional signage would increase allowed campus signage from a prior approved total of 587 square feet to 676 square feet.
- F. Associated Decisions: Model boat bond and Accessory structure:
CU 19-03, Conditional use review
NC 19-02, New construction adjacent to historic structure
DR 19-01, Design review
V 18-08, Variance for campus signage (quantity)

II. BACKGROUND

A. Subject Site and Area

The subject property is located on the north side of Marine Drive between 20th and 21st Street within the Gateway Overlay District. The subject property is an irregular triangular lot approximately 20,038 square feet in size. The site is relatively flat and is at a lower level than the adjacent street grade. The site has been approved to contain the CRMM boat pond and accessory building. The site is a portion of an entire campus for the Columbia River Maritime Museum. This includes the Barbey Center (Astoria Train Depot) directly to the north and the Columbia River Maritime Museum (CRMM) building to the west.

Land uses nearby, but not associated with the CRMM, include City Lumber to the east; the Columbia River, Trolley line, and River Trail to the north; and a vacant waterfront parcel to the east owned by the Astoria Development Commission.

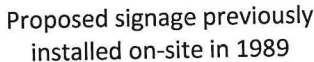


B. Proposal

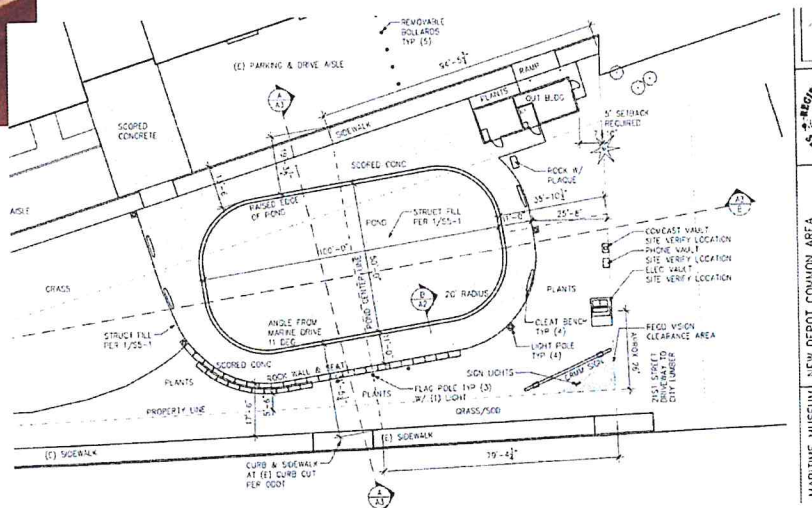
The applicant is proposing to install a monument sign for the Columbia River Maritime Museum. The dimensions of the sign are 32' 2" long, and 2' 8" tall. The sign is created from a fir log and is 10" thick. The bottom of the sign will not be more than 18" from the ground and therefore its overall estimated height would be a total of about 4 feet tall including the mounting and sign height. The proposed sign once was located on various areas of the Maritime Museum site.

The applicant is proposing to have the signage lit by two ground-mounted LED canopy lights, each approximately 8 inches by 6 inches in size.

No additional lighting or signage is proposed at this time.



As per the Site Plan submitted with the application, the sign will be located outside of the Clear Vision Area for the site. Section 3.045.B.2, notes that the clear vision area shall be 15 feet in each direction from a street corner for non-residential zones.



A public notice was mailed to all property owners within 250 feet pursuant to Section 9.020 on August 5, 2019. A notice of public hearing was published in *The Astorian* on August 20, 2019. Any comments received will be made available at the Astoria Planning Commission meeting.

A. Hospitality/Recreation zone
This site is in the Hospitality/Recreation zone and signage shall comply with Section 2.972.7:

Signs will comply with requirements in Article 8 and specifically, the specific regulations of the C-3 Zone in Section 8.150.

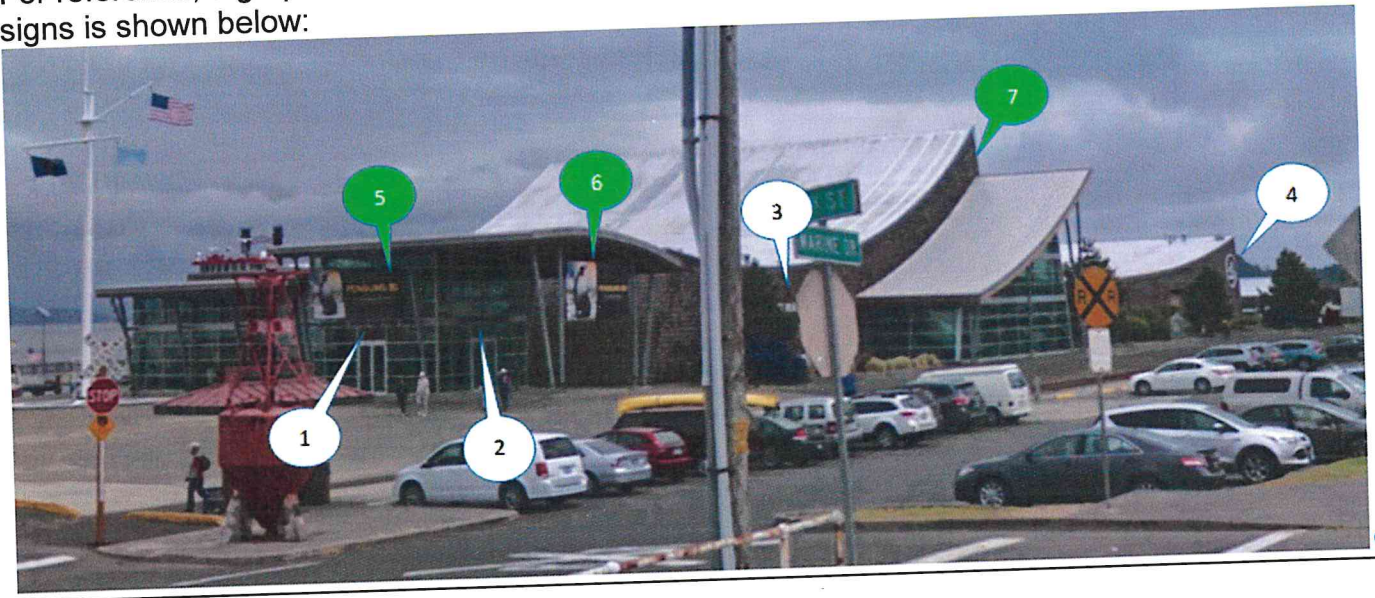
Findings: Up to 150 square feet of signage is allowed outright per site or use, in the HR zone per section 8.150.A, so as this site is considered as part of the overall CRMM campus use. Signage, like other shared site features (like parking) are considered holistically. The CRMM campus has obtained prior approval for signage totaling 552 square feet as per Variance 18-08. This proposed sign would increase the amount of signage on site by 80 square feet. A summary of the site's signage is noted on Table 1, Campus Signage:

Table 1, Campus Signage

Building Façade/Site Area	Square footage/sign type as approved in 2018 (V18-08)	Proposed
West	17 sq ft Entryway sign 160 sq ft Banner sign	
South	9 sq ft Entryway sign 72 sq ft Museum signage 113 sq ft. Round logo sign* 144 sq ft Mesh banner	
East	72 sq ft Entryway sign	
Southeast Corner		89 sq ft Monument sign
TOTAL	587 square feet	676 square feet

*Note: The prior staff report noted the measurement incorrectly at 78.5 sq ft

For reference, a graphic taken from the Variance approved in 2018, noting the locations of these signs is shown below:



- B. Development Code Section 8.150.H.1 The C-3 (Hospitality/Recreation) Zone Sign Regulations, Monument Sign, Number states "One (1) sign shall be permitted for each site devoted to a single use, business, building, use, or activity with a street frontage of up to 200 linear feet. Lots with frontage in excess of 200 linear feet may have (2) monument signs. Corner lots can count two (2) street frontages.
- C. Development Code Section 8.150.H.2 The C-3 (Hospitality/Recreation) Zone Sign Regulations, Monument Sign, Area states "Total sign area shall not exceed one (1) square foot of sign area for one (1) lineal foot of site frontage that is not already utilized by other signs on the site or attached to buildings. Monument signs are allowed up to a maximum of 100 square feet. Allowable area on sites without buildings shall not exceed 32 square feet.

Finding: The proposal is seeking a variance to the above-noted sections of code.

D. Development Code Section 8.110.A, Variances, Astoria Planning Commission states *"Variances to the sign regulations of this Section may be approved by the Planning Commission following the procedures of Section 12.060 to 12.120 where the Planning Commission finds that the variance meets the following criteria:"*

1. Section 8.110.A.1 states *"One of the following factors exists:*

- a. *The variance would permit the placement of a sign with an exceptional design or style.*
- b. *The variance would permit the placement of a sign which is more consistent with the architecture, and development of the site.*
- c. *The existence of an unusual site characteristic, such as topography, existing development, or adjacent development, which precludes an allowable sign from being effectively visible from the public roadway adjacent to the site.*
- d. *The requirement to remove a sign under Section 8.110(A) would constitute a severe or extreme economic hardship to the business or activity involved."*

Findings:

- a. The proposed signage is architecturally distinctive in its design or style. The sign is made of a single fir log and engraved with the name and logo of the Museum. It is a unique design from the use of the materials which are reflective of the historical nature of the Museum. Minimizing the length of the sign to reduce the sign area would remove some of the unique characteristics of the sign.



b. This signage is historic to the site and is therefore consistent with the architectural features and development of the site. The sign itself was installed at the Museum's opening in 1982.

c. The site itself is of an irregular shape, with extended frontage along Marine Drive. The site has a topography that slopes downwards from the roadway. This creates a situation where placement at the corner (outside of the clear vision area) for a low-scale sign is ideal for visibility. The monument sign enables site visibility while not creating a distraction along a busy corridor.

d. The additional signage allows for the placement of an indicator illustrating the location of the pond. It will be the first view of the Columbia River Maritime Museum campus from visitors coming from the east.

Finding: The variance would permit the placement of signage that is consistent with the architecture of the structure and the site of the building.

2. Section 8.110.A.2, states *"The granting of the variance would not be detrimental to abutting properties."*

Finding: The largest abutting property is the CRMM and this application is to insure that the campus signage is considered holistically. This sign will not block other signage or visibility of area businesses as the predominant use in the immediate area is the Maritime Museum.

The signs will not be detrimental to abutting properties due to the existing development in the area.

3. Section 8.110.A.3, states *"The granting of the variance would not create a traffic or safety hazard."*

Finding: The proposed sign is located outside of the clear vision area and is reasonable in height. It would not impair vehicles on Marine Drive. Granting the variance will not create a traffic or safety hazard.

4. Section 8.110.A.4 states *"Sign variances are exempt from Section 12.030 (General Variance Criteria) through 12.040 (Variance from Standards Relating to Off-street Parking and Loading Facilities)."*

Finding: The application is for a sign variance and as such is exempt from Section 12.030 through 12.040.

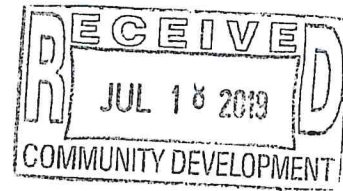
V. CONCLUSION AND RECOMMENDATION

The request, in balance, meets all the applicable review criteria. Staff recommends approval of the request. The applicant should be aware of the following requirements:

1. Any additional signage for the CRMM site will be reviewed as a separate application and would require a variance if not allowed outright or as an exempt sign per Section 8.
2. Any existing signage or supports for prior site signage must be removed prior to building permit approval for this signage.
3. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Astoria Planning Commission.
4. The applicant shall obtain all necessary City and building permits prior to installation of the signage.



CITY OF ASTORIA
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COMMUNITY DEVELOPMENT



Sent to
Robin
7-26-19

☒ Fee Paid Date 7/31/19 By ck # 17678

Fee: Administrative Permit \$150.00

(or) Planning Commission \$250.00

V 19-10

VARIANCE APPLICATION

Property Address: 21st & Marine Drive, Astoria OR

Lot _____ Block _____ Subdivision _____

Map _____ Tax Lot _____ Zone _____

Applicant Name: Rickenbach Construction Inc.

Mailing Address: 37734 Eagle Lane, Astoria OR 97103

Phone: 503-325-3749 Business Phone: _____ Email: michelle@rcibuilds.com

Property Owner's Name: Columbia River Maritime Museum

Mailing Address: 1792 Marine Dr. Astoria, OR 97103

Business Name (if applicable): _____

Signature of Applicant: Michelle Druff-Rickenbach Date: 7-18-19

Signature of Property Owner: Mike Johnson Date: 7-19-19

Existing/Proposed Use: Retail/Commons Area & Boat Pond associated with the Barbey Center

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.)

This development will be part of the CRMM campus. The code requires campus signage to not exceed 150 square feet. The CRMM campus has 1,260 lineal feet of frontage on Marine Drive.

A total of 150 square feet of signage is very small compared to the size of the campus.

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 each of the following criteria: Use additional sheets if necessary.

12.030(A)(1) The request is necessary to prevent unnecessary hardship.

The Commons Area and Pond are planned to be the east limit of the CRMM Campus hence the request to put a sign to identify the owner and use of the new construction.

12.030(A)(2) Development consistent with the request will not be substantially injurious to the neighborhood in which the property is located.

There will be not negative impact on the neighborhood. The CRMM is adjacent to existing retail property.

12.030(A)(3) The request is necessary to make reasonable use of the property.

The Commons Area and Pond are the first parcel east as one comes into town. The Barbey Center sites behind it. This area of the CRMM campus is a long distance from the actual museum and will not be identified with CRMM without a sign.

12.030(A)(4) The request is not in conflict with the Comprehensive Plan.

No.

Astoria Development Code Section 12.030(B) states:

In evaluating whether a particular request is to be granted, the granting authority shall consider the following, together with any other relevant facts or circumstances.

1. Relevant factors to be considered in determining whether a hardship exists include:
 - a. Physical circumstances related to the property involved;
 - b. Whether a reasonable use, similar to like properties, can be made of the property without the variance;
 - c. Whether the hardship was created by the person requesting the variance;
 - d. The economic impact upon the person requesting the variance if the request is denied.
2. Relevant factors to be considered in determining whether development consistent with the request is substantially injurious to the neighborhood include:
 - a. The physical impacts such development will have, such as visual, noise, traffic and the increased potential for drainage, erosion and landslide hazards.
 - b. The incremental impacts occurring as a result of the proposed variance.
3. A determination of whether the standards set forth in Section 12.030(A) are satisfied necessarily involves the balancing of competing and conflicting interests. The considerations listed in Section 12.030(B) (1) & (2) are not standards and are not intended to be an exclusive list of considerations. The considerations are to be used as a guide in the granting authority's deliberations.
4. Prior variances allowed in the neighborhood shall not be considered by the granting authority in reaching its decision. Each request shall be considered on its own merits.



General Contracting • Design Build • Construction Management • Restoration

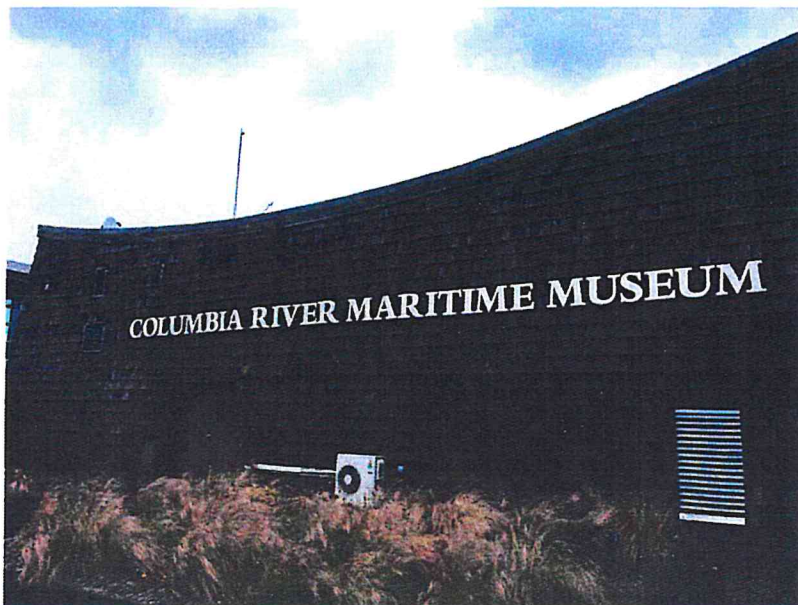
15 July 2019

Columbia River Maritime Museum Sign Permit

Existing Sign East Façade on building: about 67 sf.



Existing Sign South Façade on building: about 67 sf.



Existing Logo Sign on South Façade of building: about 113 sf.



Existing Sign on West Façade of building: about 16.5 sf.



Entry Sign over front doors on South Façade on building; not included in square footage above.

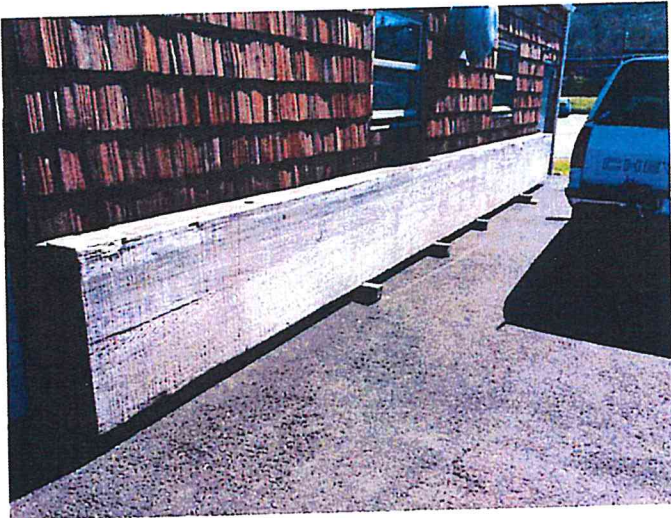


The total square feet of existing building signage is about 263 sf.

The new sign is an existing sign CRMM used to have on display at the museum entrance prior to the addition. It is 32'-2" long and 2'-8" tall, 10" thick, made of fir with the CRMM name engraved and painted. The bottom of the sign will sit not more than 18" off the ground and have two sign lights to provide light on the sign.



Picture of the back of the sign in storage.



The front of the sign shown in black & white.





Catalog Number
Notes
Type Sign Light

Contractor Select™

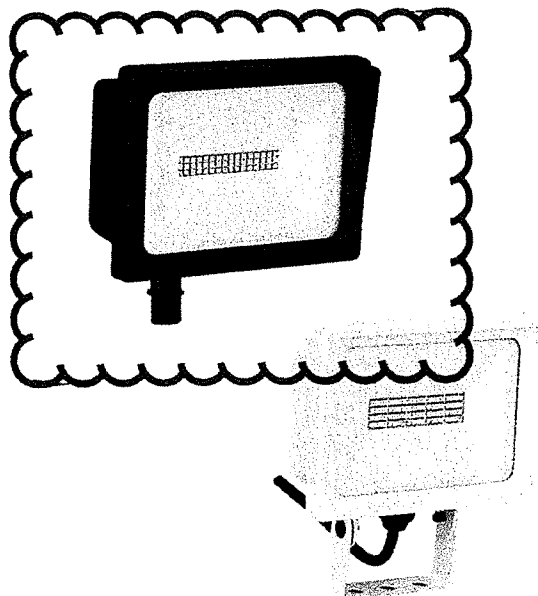
QTE LED

Canopy Lighting

The QTE LED floodlight is ideal to replace up to 500W Halogen lamps, and comes with knuckle or yoke mount options. This is an extremely cost effective solution, great for illuminating yards, driveways, signage, patios, warehouses as well as for security applications.

FEATURES:

- Replaces up to 500W Quartz Halogen, saves 80% energySomething awesome
- Knuckle and yoke mount options available, good for ground mount as well!Something awesome
- Cost effective and energy efficient, payback within one year



Catalog Number	UPC	Description	Replaces Up To	Lumens	Input Watts	CCT	Voltage	Finish	Pallet Qty
QTE LED P1 40K 120 THK DDB	191848090787	FLOODLIGHTS	150W Halogen	2,500	24W	4000K	120	DARK BRONZE	60
QTE LED P1 40K 120 THK WH	191848090893	FLOODLIGHTS	150W Halogen	2,500	24W	4000K	120	WHITE	60
QTE LED P2 40K 120 THK DDB	191848093436	FLOODLIGHTS	300W Halogen	4,000	40W	4000K	120	DARK BRONZE	60
QTE LED P2 40K 120 YK DDB	191848093474	FLOODLIGHTS	300W Halogen	4,000	40W	4000K	120	DARK BRONZE	60
QTE LED P3 40K 120 THK DDB	191848092590	FLOODLIGHTS	250W Metal Halide / 500W Halogen	6,750	66W	4000K	120	DARK BRONZE	60
QTE LED P3 40K 120 YK DDB	191848092606	FLOODLIGHTS	250W Metal Halide / 500W Halogen	6,750	66W	4000K	120	DARK BRONZE	60



Specifications

INTENDED USE:

QTE LED is suitable for replacing up to 500W Quartz Halogen or 250W Metal Halide. It is ideal for landscape, signage, and general purpose lighting in commercial and residential applications.

CONSTRUCTION:

Die-cast aluminum housing has integral heat sink fins to optimize thermal management. Rated for -40°C to 40°C ambient temperature. Tempered glass lens is fully gasketed. Available with knuckle and yoke mount.

ELECTRICAL:

LEDs are directly coupled to the housing to maximize heat dissipation and lifespan (L70 / 50,000 hrs). 6 kV surge protection.

INSTALLATION

Mounts easily to junction box or under building cove. Suitable for ground mount applications.

LISTINGS:

UL Certified to US and Canadian safety standards. Wet location listed.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

WARRANTY:

5-year limited warranty. Complete warranty terms located at:

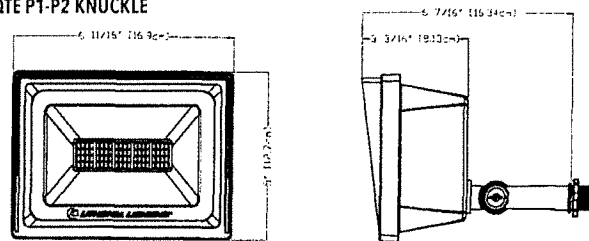
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

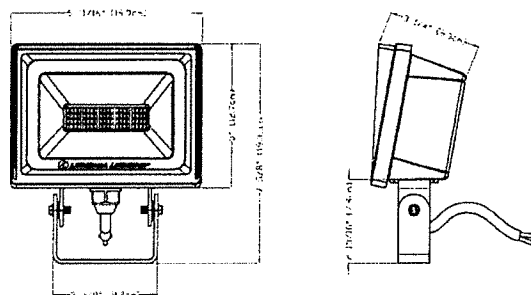
Dimensions

All dimensions are inches (centimeters) unless otherwise indicated.

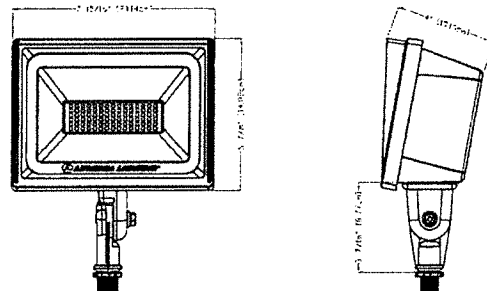
QTE P1-P2 KNUCKLE



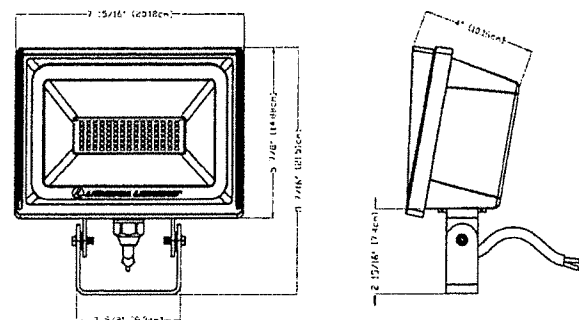
QTE P1-P2 YOKE



QTE P3 KNUCKLE



QTE P3 YOKE



**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, August 27, 2019 at 6:30 PM at Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. **Sign Variance Request (V19-10)** by Michelle Dieffenbach with Rickenbach Construction on behalf of the Columbia River Maritime Museum (CRMM) to install signage at 2060 Marine Drive (Map T8N R9W Section 8DA, Tax Lot 700; footing of Block 129) in the HR Zone (Hospitality/Recreation), GOZ (Gateway Overlay), and CGO Zone (Civic Greenway Overlay). The request will add one sign at 89 square feet to the existing 587 square feet for a total of 676 square feet of signage (as approved by Variance V18-08) for the Museum campus (Map T8N R9W Section 8DB, Tax Lots 100, 102, 200, 201, 202, 300, 301; footing of Block 131 & 132); Map T8N R9W Section 8DA, Tax Lot 202, footing of Block 130, Shively). Development Code standards 2.966 to 2.972 (Hospitality/Recreation), 14.001 to 14.030 (GOZ), 14.035 to 14.075 (CGO); Article 8 (Sign Regulations); Article 9 (Administrative Procedures), and Article 12 (Variances), and Comprehensive Plan Sections CP.005 to CP.028, CP.057 to CP.058, CP.067 to CP.068, and CP.190 to CP.210 are applicable to the request.
2. **Miscellaneous Review (MR19-04)** by Lum's Auto Center to paint a mural on the south elevation of an existing commercial building at 609 Bond Street (Map T8N-R9W Section 8CB, Tax Lot(s) 1, Block 22, McClure) in the C-3, General Commercial Zone. Development Code Standards 2.385 to 2.415, Articles 8 and 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.050 to CP.055 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 Community Development 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.

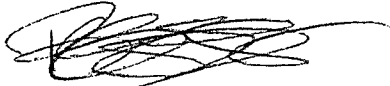
All interested persons are invited to express their opinion for or against the request(s) at the hearing or by letter addressed to the Planning Commission, 1095 Duane St., Astoria OR 97103. Testimony and evidence must be directed toward the applicable criteria identified above or other criteria of the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

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

A handwritten signature in black ink, appearing to read 'Tiffany Taylor', with a long horizontal flourish extending to the right.

Tiffany Taylor
Administrative Assistant

MAIL: August 5, 2019



CITY OF ASTORIA

Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

July 25, 2019

TO: ASTORIA PLANNING COMMISSION

FROM: MIKE MORGAN, SPECIAL PROJECTS PLANNER

SUBJECT: AMENDMENT REQUEST (**A19-05**) PERTAINING TO ADOPTION OF THE ASTORIA UNIONTOWN REBORN MASTER PLAN AS A COMPONENT OF THE COMPREHENSIVE PLAN BACKGROUND, LAND USE AND ZONING MAP, AND IMPLEMENTATION POLICIES AND STANDARDS.

I. BACKGROUND SUMMARY

- A. Applicant: Community Development Department
City of Astoria
1095 Duane Street
Astoria OR 97103
- B. Request: Amend the Comprehensive Plan Section CP.028.K pertaining to Uniontown Master Plan; Section CP.028.L pertaining to the Astoria Transportation System Plan; CP.037 pertaining to Port-Uniontown Overlay Area; CP.038 pertaining to the Port-Uniontown Overlay Area Policies; amend Astoria Land Use and Zoning Map pertaining to the designation of the Astoria Uniontown Overlay zone; add design standards for non-residential development.
- C. Location: Port-Uniontown Area generally from Smith Point to Columbia Avenue on the north and south sides of West Marine Drive;
Map T8N R10W Section 13, Tax Lots 200, 400, 402, 1400, 1401
Map T8N R9W Section 7CA, Tax Lots 3000, 3200, 3300, 3400, 3500, 3700, 3800, 3900, 4000, 4100, 4200, 4201
Map T8N R9W Section 7CC, Tax Lots 2600, 2800, 2900, 3100, 3400, 3500, 6300, 6500, 6700, 6800, 6900, 7000, 7100, 7300, 7400, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8201, 8300, 8500, 8900, 9100, 9200, 930, 9400, 9500
- Unplatted lots fronting Block 8, Taylor
Lots 19 to 36, Block B, Taylor
Lots 1 to 22, 27 to 34, north 50' Lots 35 to 36, Block 6 Taylor
North portion Lots 1 to 8, Block 5, Taylor
Lots 1 to 24, Block 3, Taylor
Lots 1 to 22, Block 2, Taylor

Rights-of-way and vacated rights-of-way within the Overlay Zone
boundary

D. Zones: C-3, General Commercial; IN, Institutional; Astor-West Urban
Renewal District

II. BACKGROUND

In 2017, the City of Astoria Community Development Department initiated the Uniontown Reborn Master Plan effort, utilizing a Transportation and Growth Management Grant from the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). The purpose was to address issues dealing with land use and transportation issues in Astoria's historic west gateway area known as Uniontown. The planning process began in earnest in the all of 2018 with a consultant team consisting of Jacobs Engineering and Angelo Planning Group. Angelo Planning Group has worked on several long-range planning projects in Astoria, including the Riverfront Vision Plan and its implementation process. The Community Development Department staff was tasked with managing the project. Significant public involvement opportunities were designed to gain public input. This process was initiated to plan for these issues in a comprehensive manner and to set a framework for the future of the study area.

During the Plan development, four community-wide forums, and four Stakeholder and Technical Advisory Committee (STAC) meetings were held. In addition, staff and/or consultants conducted stakeholder interviews, distributed and tabulated surveys. Development of the Vision Plan was structured to gain as much public input as possible.

The statement of purpose and project goals of the Uniontown Reborn Plan are as follow:

"Located along the Columbia River, in the northwest corner of the City of Astoria, the Uniontown Neighborhood is both a gateway into the City and an important industrial and commercial activity center. Uniontown's historic character and central location are key attributes of the neighborhood, but due in part to a lack of a unifying vision and a coherent set of plans to guide public investments and support redevelopment activity, investment has not made its way into Uniontown like it has for other historic areas of Astoria.

The purpose of the Uniontown Reborn Master Plan is to better integrate transportation and land use planning and develop new ways to support economic development along with safety and access enhancements to improve conditions for pedestrians, bicyclists, transit users, and motorists.

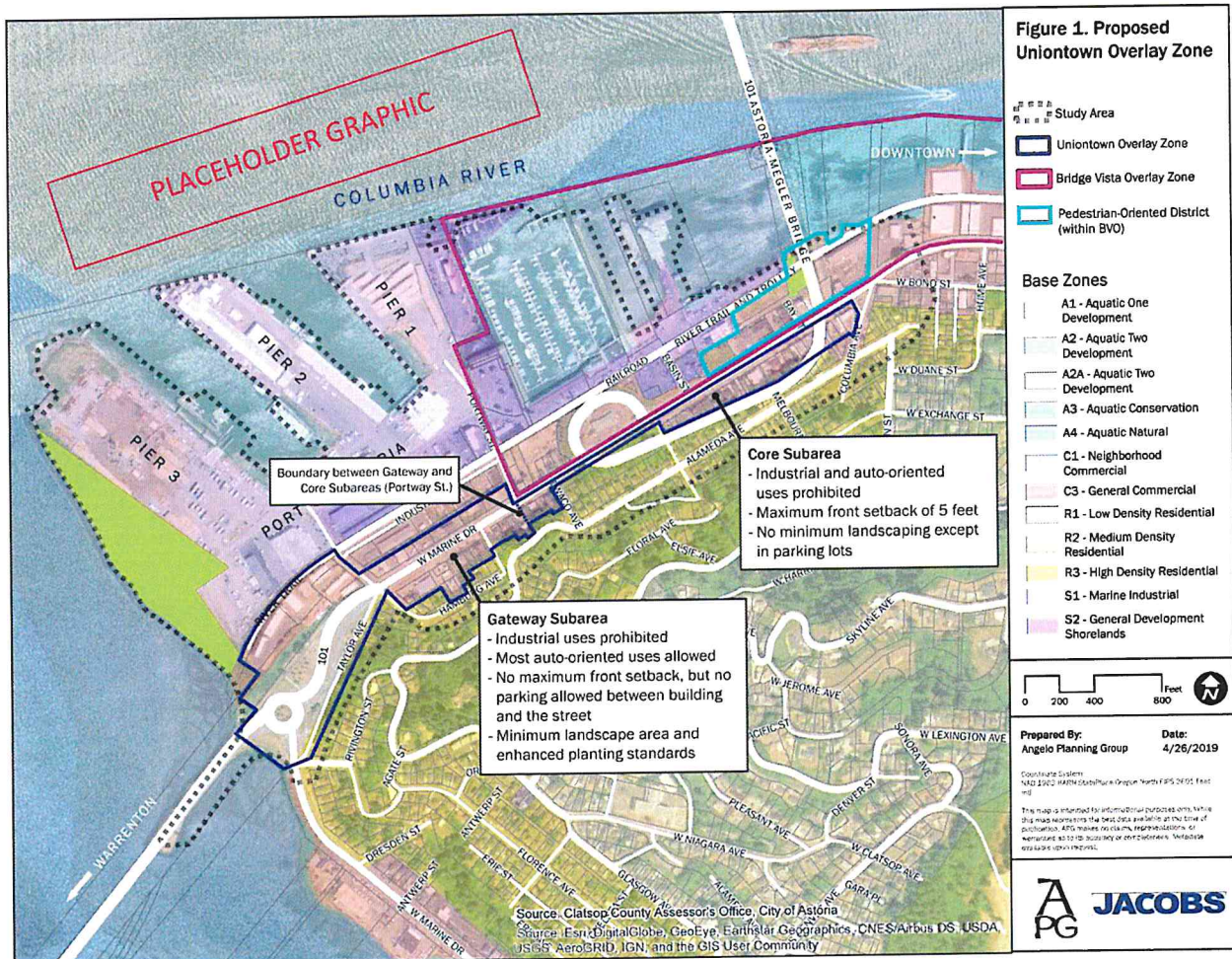
Goals

The six goals listed below were developed to support a new land use and transportation plan that facilitate all modes of travel and support Uniontown's character and future investment.

1. *Strengthen the livability and economic vitality of the study area.*
2. *Create a balanced and efficient multimodal transportation system.*
3. *Develop a complete land use plan and supportive transportation plan.*
4. *Build on previous planning and visioning work conducted for the study area and surrounding area.*

5. Facilitate the execution of the Astor-West Urban Renewal Plan.
6. Actively engage community stakeholders in a thorough visioning process.”

Proposed Land Use and Zoning Map amendment will include identifying the boundaries of the Uniontown Overlay Zone (UTO) and subareas:



Proposed Development Code text amendments will include:

The UTO zone is modeled on two other overlay zones—Bridge Vista Overlay Zone (BVO) and the Urban Core Overlay Zone (UCO)—in order to ensure that a consistent set of standards and requirements are applied to achieve similar goals in different areas of the City. Both overlay zones are currently being amended or created, so there is a need to track these changes and align the standards across the overlay zones, where needed, to ensure consistency among the zones and with current City policy direction. This draft of the UTO is based on the following versions of these zones:

- Bridge Vista Overlay Zone, draft amendment pending review and potential adoption at the September 3, 2019 meeting of the Astoria City Council
- Urban Core Overlay Zone, draft amendments, dated April 16, 2019

(currently under review by City staff)

Proposed Comprehensive Plan text amendments will include:

1. Adopt the Uniontown Reborn Master Plan as a background document.
2. Adopt the Uniontown Reborn Master Plan Addendum to the 2014 Astoria Transportation System Plan.
3. Replace CP.037 to CP.038, Port-Uniontown Overlay Area and Policies, with Uniontown Overlay Area and Policies.

III. PUBLIC REVIEW AND COMMENT

A. Astoria Planning Commission

A public notice was mailed to Neighborhood Associations, various agencies, and interested parties on July 15, 2019. In accordance with ORS 227.186(5), a notice was mailed on July 15, 2019 to all property owners within the area and within 250' of the area proposed for the code and map amendments advising that "... the City of Astoria has proposed a land use regulation that may affect the permissible uses. . ." of their or other property. In accordance with Section 9.020, a notice of public hearing was published in the *Astorian* on July 27, 2019. The proposed amendment is legislative as it applies district wide.

B. State Agencies

Although concurrence or approval by State agencies is not required for adoption of the proposed amendments, the City has provided a copy of the draft amendments to representatives of the Oregon Departments of Transportation (ODOT), Land Conservation and Development (DLCD) and Department of State Lands (DLS) as part of the planning process.

IV. FINDINGS OF FACT

- A. Development Code Section 10.020.A states that *"an amendment to the text of the Development Code or the Comprehensive Plan may be initiated by the City Council, Planning Commission, the Community Development Director, a person owning property in the City, or a City resident."*

Development Code Section 10.020.B states that *"An amendment to a zone boundary may only be initiated by the City Council, Planning Commission, the Community Development Director, or the owner or owners of the property for which the change is proposed."*

Finding: The proposed amendments to the Development Code, Comprehensive Plan, and Astoria Land Use and Zoning Map are being initiated by the Community Development Director. The City Council has identified implementation of the Uniontown Reborn Master Plan in their annual goals.

B. Section 10.050.A states that *"The following amendment actions are considered legislative under this Code:*

1. *An amendment to the text of the Development Code or Comprehensive Plan.*
2. *A zone change action that the Community Development Director has designated as legislative after finding the matter at issue involves such a substantial area and number of property owners or such broad public policy changes that processing the request as a quasi-judicial action would be inappropriate."*

Finding: The proposed amendment is to amend the text of the Astoria Development Code Article 14 concerning Overlay Zones. The amendment would create new overlay zone standards. The proposed amendment is also to amend the text of the Comprehensive Plan relative to the adoption of the Uniontown Reborn Master Plan, TSP addendum for Uniontown, and replace the Port-Uniontown Overlay Area and Policies with the new Uniontown Overlay Area and Policies.

The proposed amendments are applicable to a large area of the City and represent a relatively broad policy change. Processing as a legislative action is appropriate.

C. Section 10.070.A.1 concerning Text Amendments, requires that *"The amendment is consistent with the Comprehensive Plan."*

1. CP.005.5, General Plan Philosophy and Policy Statement states that local comprehensive plans *"Shall be regularly reviewed, and, if necessary, revised to keep them consistent with the changing needs and desires of the public they are designed to serve."*

Finding: The City initiated the Uniontown Reborn Plan in 2017 as a long-range planning framework to address the changing needs and desires of the citizens concerning area wide development in terms of land use and transportation. The City Council directed staff to initiate Comprehensive Plan Policy and Development Code amendments to implement the Plan recommendations.

2. CP.010.2, Natural Features states that *"The City will cooperate to foster a high quality of development through the use of flexible development standards, cluster or open space subdivisions, the sale or use of public lands, and other techniques. Site design which conforms with the natural topography and protects natural vegetation will be encouraged. Protection of scenic views and vistas will be encouraged."*

Finding: The amendments include recommendations for transportation improvements, implementation of design standards for all development, landscaping, protection of views and vistas, and other improvements.

3. CP.015.1, General Land & Water Goals states that *"It is the primary goal of the Comprehensive Plan to maintain Astoria's existing character by encouraging a compact urban form, by strengthening the downtown core and waterfront areas, and by protecting the residential and historic character of the City's neighborhoods. It is the intent of the Plan to promote Astoria as the commercial, industrial, tourist, and cultural center of the area."*

Finding: The amendments will protect the unique character of Uniontown National Register Historic District in promoting a high quality of design and restoration. Uniontown will continue as the western gateway to the City, with a mixture of commercial, residential, and other uses.

4. CP.025.2, Policies Pertaining to Land Use Categories and Density Requirements, states that *"Changes in the land use and zoning map may be made by boundary amendment so long as such change is consistent with the goals and policies of the Comprehensive Plan."*

Factors to be considered when evaluating requests for zoning amendments will include compatibility with existing land use patterns, effect on traffic circulation, adequacy of sewer, water and other public facilities, contiguity to similar zones, proposed buffering, physical capability including geologic hazards, and general effect on the environment."

Finding: Consistency with the goals and policies of the Comprehensive Plan are addressed in this Section of the Findings of Fact. The factors concerning transportation are addressed in Sections D, E, & F below in the Findings of Fact.

The intent of the Uniontown Reborn Master Plan and implementing ordinance is stated as follows: *"The purpose of the Uniontown Reborn Master Plan is to better integrate transportation and land use planning and develop new ways to support economic development along with safety and access enhancements to improve conditions for pedestrians, bicyclists, transit users, and motorists."* The C-3 Zone is not proposed to be changed, but the UTO would add design standards to improve development of the area and the traffic patterns along West Marine Drive. New setback and landscaping standards would promote a more cohesive and aesthetic development. Water, sewer, and other public facilities are available in this area including the Astoria Fire Department Fire Station 2 at 301 West Marine Drive. The C-3 Zone is adjacent to shoreland zones on the north and residential zones on the south. The residential zones are not proposed to be impacted. Most of the shoreland zones to the north are within the Bridge Vista Overlay Zone and the proposed amendments are intended to be compatible with the standards for the BVO.

There are known geologic hazards in the Uniontown area that are identified on the Astoria Geologic Hazard Map. However, the area within the UTO is

relatively flat except for a few parcels on the south side of West Marine Drive. Any development in the UTO would need to address any known geologic hazards. The proposed amendments would not negatively impact the ability of the City to regulate any geologic hazard impacts.

5. CP.037, Port-Uniontown Overlay Area, and CP.038, Port-Uniontown Overlay Area Policies.

Finding: The intent of the proposed amendment is to replace the Port-Uniontown Overlay Area and Policies with the new Uniontown Overlay based on the new Uniontown Reborn Master Plan concepts. These existing sections of the Comprehensive Plan will no longer be applicable.

6. CP.204.3 & CP.204.4, Economic Development Goal 5 and Goal 5 Policies, Goal states *"Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry."* The Policies state:

3. *Encourage the growth of tourism as a part of the economy.*
 - a. *Consider zoning standards that improve the attractiveness of the City, including designation of historic districts, stronger landscaping requirements for new construction, and Design Review requirements.*
4. *Protect historic resources such as downtown buildings to maintain local character and attract visitors."*

CP.250.1, Historic Preservation Goals states that *"The City will Promote and encourage, by voluntary means whenever possible, the preservation, restoration and adaptive use of sites, areas, buildings, structures, appurtenances, places and elements that are indicative of Astoria's historical heritage."*

CP.200.6, Economic Development Goals states that the City will *"Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry."*

CP.205.5, Economic Development Policies states that *"The City encourages the growth of tourism as a part of the economy. Zoning standards which improve the attractiveness of the city shall be considered including designation of historic districts, stronger landscaping requirements for new construction, and Design Review requirements."*

Finding: The proposed amendments will adopt design standards to allow for development that is consistent with the historic character of the Uniontown area. The division of the Overlay Zone into two segments, the Core Area and the Gateway Area, will distinguish between their character and allow different forms of development.

7. CP.470.1, Citizen Involvement states that *"Citizens, including residents and property owners, shall have the opportunity to be involved in all phases of the planning efforts of the City, including collection of data and the development of policies."*

Finding: Throughout the process of drafting the proposed ordinance, the City has provided extensive public outreach, including four public meetings that were widely advertised, four STAC meetings, and extensive press coverage of the process. The City's website has provided ongoing documentation of the process, including drafts of the background information and maps.

Finding: The request is consistent with the Comprehensive Plan.

- D. Section 10.070.A.2 concerning Text Amendments requires that *"The amendment will not adversely affect the ability of the City to satisfy land and water use needs."*

Section 10.070.B.2 concerning Map Amendments requires that *"The amendment will: a. Satisfy land and water use needs; or . . ."*

Finding: The proposed amendments will satisfy land use needs in that it will allow for the development of private properties while protecting the character of Uniontown. The proposed amendment limits the allowable building height in this area thereby reducing some of the impacts associated with a more intensive development.

- E. Section 10.070.B.2 concerning Map Amendments requires that *"The amendment will. . .*
b. Meet transportation demands. The amendment shall be reviewed to determine whether it significantly affects a transportation facility pursuant to Section -0060 of Oregon Administrative Rule (OAR) 660-012, the Transportation Planning Rule (TPR). When the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law; or
c. Provide community facilities and services."

Finding: The lane reconfiguration is a major component of the Uniontown Reborn Master Plan. After extensive analysis by the transportation engineering team at DKS, the preferred alternative from the Astoria Roundabout to Columbia Avenue consists of reduction of four lanes to three, with a center turn lane. The analysis indicates that the lane reduction will increase pedestrian and bicycle safety while reducing vehicle crashes significantly. It will also meet ODOT goals for vehicular movement, including freight, in the foreseeable future.

- F. Oregon Administrative Rules Section 660-012-0060 (Plan and Land Use Regulation Amendments) states that:

1. *“(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);”*

Finding: The proposed Plan and Land Use and Zoning Map amendment does not propose or necessitate changes to the functional classifications.

2. *“(b) Change standards implementing a functional classification system; or. . .”*

Finding: Section 6 of the Astoria TSP establishes design guidelines, spacing standards, and mobility targets for City streets based on functional classification. The proposed Land Use and Zoning Map amendment does not propose or necessitate changes to these guidelines, standards, or targets.

3. *“(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or. . .”*

Finding: The proposed Land Use and Zoning Map amendment only affects the US Highway 30 (West Marine Drive). It would reduce the allowable uses limiting some of the more intense commercial uses currently allowed in certain areas such as the Uniontown Core, such as the elimination of auto-oriented uses. In general, as proposed, the

amendment would allow similar uses or uses that are not expected to generate any more trips than existing zoning. The number of trips generated would be expected to decrease. Therefore, the proposed map amendment should not significantly change the character of land use and zoning in the area and, thus, the changes in zoning would not affect the types and levels of travel and performance of transportation facilities.

4. *“(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”*

Finding: A primary purpose of the Uniontown Reborn study is to evaluate and recommend improvements to transportation needs of US Highway 30 or West Marine Drive in terms of pedestrian, bicycle, and vehicular traffic. The improvements recommended and chosen by the community will improve the performance of the facility in accordance with the TSP.

Finding: The proposed amendments comply with the Oregon Administrative Rules Section 660-012-0060 (Plan and Land Use Regulation Amendments) requirements.

- G. ORS 197.303 and ORS 197.307 relate to State required standards for certain housing in urban growth areas. The ORS state the following:

“ORS 197.303, Needed Housing Defined.

- (1) *As used in ORS [197.307](#) (Effect of need for certain housing in urban growth areas), “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. “Needed housing” includes the following housing types:*
- (a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;*
 - (b) Government assisted housing;*
 - (c) Mobile home or manufactured dwelling parks as provided in ORS [197.475](#) (Policy) to [197.490](#) (Restriction on establishment of park);*
 - (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and*
 - (e) Housing for farmworkers.”*

“ORS 197.307, Effect of need for certain housing in urban growth areas

- *approval standards for residential development*
 - *placement standards for approval of manufactured dwellings*
- (1) *The availability of affordable, decent, safe and sanitary housing opportunities for persons of lower, middle and fixed income, including housing for farmworkers, is a matter of statewide concern.*
 - (2) *Many persons of lower, middle and fixed income depend on government assisted housing as a source of affordable, decent, safe and sanitary housing.*
 - (3) *When a need has been shown for housing within an urban growth boundary at particular price ranges and rent levels, needed housing shall be permitted in one or more zoning districts or in zones described by some comprehensive plans as overlay zones with sufficient buildable land to satisfy that need.*
 - (4) *Except as provided in subsection (6) of this section, a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of housing, including needed housing. The standards, conditions and procedures:*
 - (a) *May include, but are not limited to, one or more provisions regulating the density or height of a development.*
 - (b) *May not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.*
 - (5) *The provisions of subsection (4) of this section do not apply to:*
 - (a) *An application or permit for residential development in an area identified in a formally adopted central city plan, or a regional center as defined by Metro, in a city with a population of 500,000 or more.*
 - (b) *An application or permit for residential development in historic areas designated for protection under a land use planning goal protecting historic areas.*
 - (6) *In addition to an approval process for needed housing based on clear and objective standards, conditions and procedures as provided in subsection (4) of this section, a local government may adopt and apply an alternative approval process for applications and permits for residential development based on approval criteria regulating, in whole or in part, appearance or aesthetics that are not clear and objective if:*
 - (a) *The applicant retains the option of proceeding under the approval process that meets the requirements of subsection (4) of this section;*
 - (b) *The approval criteria for the alternative approval process comply with applicable statewide land use planning goals and rules; and*
 - (c) *The approval criteria for the alternative approval process authorize a density at or above the density level authorized in the zone under the approval process provided in subsection (4) of this section.*
 - (7) *Subject to subsection (4) of this section, this section does not infringe on a local government's prerogative to:*
 - (a) *Set approval standards under which a particular housing type is permitted outright;*
 - (b) *Impose special conditions upon approval of a specific development proposal; or*
 - (c) *Establish approval procedures."*

Finding: State regulations require cities and counties to zone for all types of housing. The ORS defines “needed housing” to include affordable, low income, and very low-income housing types. ORS 197.307 addresses the determination of needed housing, allowable standards, and a clear process for design review. The City of Astoria conducted a Buildable Lands Inventory which was adopted in 2011. The report noted that there was surplus land zoned for medium and high-density residential development but a deficit of low-density residential land for an overall deficit of land zoned for residential use. There have been minor zone amendments since 2011 but the overall surplus and deficit is about the same. Multi-family residential use is also allowed in some non-residential zones allowing for more high-density residential development. The proposed amendments would still allow for multi-family dwellings in the commercial zone and would not reduce the “residentially zoned” land supply.

Estimated Net Land Surplus/(Deficit) by Zoning Designation, Astoria UGB, 2027

Type of Use	R1	R2	R3	AH-MP	Total
Land Need	115.4	51.2	67.0	2.7	236.3*
Land Supply	25.20	74.99	119.18	1.49	220.86
Surplus/(Deficit)	(90.20)	23.79	52.18	(1.21)	(15.44)*

Source: Wingard Planning & Development Services

* Note: Scrivener's Error in actual figure. BLI shows 236.4 and (15.54) but should be 236.3 and (15.44).

Estimated Net Land Surplus/(Deficit) by Zoning Designation, Astoria UGB, 2027				
Growth Scenario	Type of Use	Commercial (Office/Retail)	Industrial/Other	Total
Medium	Land Need	38.2	11.5	49.7
	Land Supply	17.1	39.3	56.4
	Surplus/(Deficit)	(21.1)	27.8	6.7

Source: Cogan Owens Cogan

The area included in this amendment is zoned C-3 and IN. Single-family and two-family dwellings are not allowed except above, below, or behind commercial facilities in commercial buildings in the existing Development Code. This not proposed to be changed. Therefore, the proposed amendment does not include the addition of “clear and objective standards” for residential development.

The proposed amendments would be in compliance with the above noted ORS requirements relative to housing.

V. CONCLUSION AND RECOMMENDATION

The request is consistent with the Comprehensive Plan and Development Code. Staff recommends that the Planning Commission recommend adoption of the proposed amendments to the City Council.



ASTORIA

Uniontown Reborn Master Plan

Creating a Great Pacific Northwest Gateway to Astoria

DRAFT AUGUST 2019



CITY OF ASTORIA

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ACKNOWLEDGMENTS

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
BVO	Bridge Vista Overlay Zone
City	City of Astoria
LOS	Level of Service (traffic engineering term)
LTS	Level of Traffic Stress
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTP	Oregon Transportation Plan
STAC	Stakeholder and Technical Advisory Committee
TGM	Transportation and Growth Management (ODOT Program)
TSP	Transportation System Plan
TWLT	Two-way left turn
UTO	Uniontown Overlay Zone
v/c	volume/capacity (traffic engineering term)



EXECUTIVE SUMMARY

-
- A photograph of a multi-lane asphalt road with a concrete sidewalk on the right. A yellow semi-truck is on the left, and several cars are in the distance. A bridge spans the road in the background. A green semi-transparent box is overlaid on the lower right of the image, containing a bulleted list. A white bicycle symbol is painted on the road surface in the lower left.
- Plan Purpose and Project Goals
 - Study Area and Existing Conditions
 - Land Use Recommendation Summary
 - Transportation Recommendation Summary
 - Public Improvement Recommendation Summary



Plan Purpose and Project Goals

Purpose

Located along the Columbia River, in the northwest corner of the City of Astoria, the Uniontown Neighborhood is both a gateway into the City and an important center of industrial and commercial activity. Uniontown's historic character and central location are key attributes of the neighborhood, but due in part to a lack of a unifying vision and a coherent set of plans to guide public investments and support redevelopment activity, investment has not made its way into Uniontown like it has for other historic areas of Astoria.

The purpose of the Uniontown Reborn Master Plan is to better integrate transportation and land use planning and develop new ways to support economic development along with safety and access enhancements to improve conditions for pedestrians, bicyclists, transit users, and motorists.

Goals

The six goals listed below were developed to support a new land use and transportation plan that facilitate all modes of travel and support Uniontown's character and future investment.

1. *Strengthen the livability and economic vitality of the study area.*
2. *Create a balanced and efficient multimodal transportation system.*
3. *Develop a complete land use plan and supportive transportation plan.*
4. *Build on previous planning and visioning work conducted for the study area and surrounding area.*
5. *Facilitate the execution of the Astor-West Urban Renewal Plan.*
6. *Actively engage community stakeholders in a thorough visioning process.*

Study Area and Existing Conditions

Study Area

The Uniontown Reborn Master Plan study area (Figure 1) is the portion of West Marine Drive from Smith Point to West Bond Street in the City of Astoria. The study area includes land adjacent to West Marine Drive as well as land to the north that is designated for commercial, industrial, and mixed-use development.

Existing Conditions

- **Land Use Conditions:** The Uniontown Reborn study area includes a diverse range of land uses. The existing land uses can be broadly categorized as industrial, commercial, and residential. The study area includes a range of types of uses within these three categories, particularly industrial and commercial uses.
- **Economic Conditions:** Uniontown's economic conditions are based on both industrial employment and businesses related to tourism and retail. Housing affordability is a challenge for Uniontown and preserving the historic character of the neighborhood is a top priority among community members.



- **Transportation Conditions:** West Marine Drive is a major, auto-oriented commercial corridor in Astoria that runs through Uniontown. High traffic volumes provide Uniontown with lots of visitors and people passing through daily. Sidewalks and bicycle facilities exist, but in spots they are narrow or uncomfortable to use. Bus transit service also exists along this corridor. As West Marine Drive moves east, closer to downtown Astoria, the street transforms into a more pedestrian-friendly environment.

Land Use Recommendation Summary

The land use recommendation was identified through a process of creating multiple land use alternatives and facilitating stakeholder and community discussion. Land use alternatives focused on key aspects of the design and character of future development, including the height and location of buildings, location and configuration of parking and landscaping, and architectural design of buildings consistent with the historic character of Astoria. The following text provides the key elements of the land use recommendation.

Uniontown Overlay Zone and Subareas

Establishing a new Uniontown Overlay Zone (UTO) enables the City of Astoria to apply proposed code changes to specific areas within the plan area. The City has commonly used overlay zones to implement subarea plans, so this approach is consistent with past practice. The Uniontown Reborn Master Plan calls for the UTO to be divided into two subareas to address the distinct existing land uses and development patterns throughout the West Marine Drive corridor:

- **West Gateway Subarea:** The West Gateway Subarea is predominantly an auto-oriented commercial corridor that benefits from the high traffic volumes and visibility of West Marine Drive. The Plan envisions this subarea will incrementally transition into a more pedestrian-oriented and walkable form.
- **Core Subarea:** The Core Subarea represents the historic core of Uniontown, which is more akin to the pedestrian-oriented development of downtown Astoria than the auto-oriented West Gateway Subarea. The Plan envisions the preservation of this historic character which will strengthen the identity of the area as a traditional commercial "Main Street."

Uniontown Overlay Zone Code Recommendations

The land use recommendation addresses five topic areas identified through public involvement and input from the STAC and City Staff. Below are the proposed land use concepts associated with each topic area.

Allowed and Prohibited Land Uses

In the West Gateway Subarea new industrial uses (except for light manufacturing with a retail component) and automotive sales would be prohibited. However, auto-oriented commercial uses would continue to be allowed.

In the Core Subarea, industrial uses also would be prohibited (except for light manufacturing with a retail component), as would automotive sales, gasoline service stations, automotive service and repair, and drive-through facilities.



Setback and Landscaping

The Gateway and Core Subarea proposed setbacks and landscaping standards differ, but in both areas they promote improved landscaping and setbacks that create a pedestrian-friendly and attractive urban design.

Building Height and Massing

Proposed building height and massing standards would allow for a maximum height of 45 feet throughout the area, requiring any part of the building above 28 feet to step back from the main façade by a minimum of 10 feet. As described below, this approach balances the goal of preserving views and view corridors with the goal of allowing development levels that support economic feasibility for new development, including potential new workforce housing.

Off-Street Parking

Off-street parking would continue to be required for most new development but new standards would allow for reductions and exemptions to address situations where it may be difficult or infeasible to provide the amount of parking currently required.

Design Standards and Guidelines

Proposed design standards and guidelines would prohibit architectural elements and styles that would be inconsistent with the predominant architectural elements of the buildings in the area. Compliance with the standards and guidelines is administered through a design review process.

Transportation Recommendation Summary

The vision for this area is to significantly enhance facilities for bicyclists and pedestrians while maintaining a reasonable level of mobility for drivers. The vision includes the following key elements:

- Continuous bicycle facilities
- Wider sidewalks and safer facilities for crossing Marine Drive for pedestrians
- Amenities that improve the appearance, comfort and function of the street, particularly for pedestrians, including better lighting, wayfinding signage, street furnishings, enhanced landscaping and other features (described in more detail in the "Public Improvements" section)
- Improved, more formalized transit facilities
- A roadway design that improves efficiency and safety for drivers

The transportation recommendation was developed as part of a set of alternatives that focused on vehicles and bicycles on the roadway, followed by alternatives that included elements such as sidewalks, buffer strips, on-street parking, raised medians, enhanced pedestrian crossings, streetscapes, and driveways. The evaluation criteria used to determine the best transportation alternative reflect community-identified concerns, STAC feedback, and input provided by the City of Astoria on travel conditions by different mode, developed in the Baseline Transportation Conditions Memorandum (Appendix F). The following section describes the key elements of the transportation recommendation.

Preferred West Marine Drive Reconfiguration

- A four-lane cross-section throughout Uniontown: two westbound lanes, one eastbound lane, and a center two-way left turn (TWLT) lane between the Smith Point Roundabout and the



Columbia Avenue/West Bond Street intersection. Changes to the cross-section would also include westbound and eastbound bike lanes and segments of on-street parking.

- This reconfiguration would bring safety benefits to the corridor. Spot locations could experience a crash reduction as high as 27 percent, depending on site-specific crash patterns and the specific lane configuration.
- Most Uniontown intersections are expected to meet their mobility targets in 2035, meaning people will be able to efficiently get where they need to go. The intersection of West Marine Drive/Columbia Avenue/West Bond Street is forecasted to operate slightly over the Oregon Department of Transportation (ODOT) mobility target.

Preferred Pedestrian Facility Improvements

Improvements to pedestrian facilities focus on sidewalks and improved crossings throughout the corridor by:

- Widening sidewalks to a minimum of 6 feet.
- Adding a planting strip buffer between the roadway and sidewalk where feasible.
- Upgrading crossings and curb ramps and improving lighting.

Preferred Bicycle Facility Improvements

Improvements to bicycle facilities along West Marine Drive focus on better connectivity and bicycle access along both sides of the roadway by:

- Adding a new eastbound bike lane between Smith Point Roundabout and 6th Street.
- Adding green paint treatment to the westbound bike lane approaching the US Highway 101 (US 101) bridge to improve visibility and driver compliance.
- Constructing or upgrading bike lanes in both directions to 6 feet in width, where possible.

Preferred Transit Facility Improvements

This Plan does not designate specific transit enhancements as part of the recommendation; however, improvements should be made to increase safe and comfortable access to and from current and future transit facilities by:

- Developing formalized and branded bus stops with pullouts, shelters, and other amenities.
- Encouraging new developments or redevelopments, and proposed land use changes to support transit and enhance multimodal character of the corridor.

Preferred Driving Facility Improvements

The preferred driving facilities along West Marine Drive focus on overall capacity through lane reconfigurations, and improving traffic flow and improving safety by:

- Removing the eastbound lane between Smith Point Roundabout and 8th Street and maintaining the right turn lane at US 101 bridge.



- Adding a 14-foot-wide center two-way left turn (TWLT) lane along most of the corridor.
 - The two-way left turn lane would be removed between Portway Street and the US 101 bridge to accommodate bridge columns in median and to provide pedestrian median refuge and left turns at Bay Street.
- Removing the two-way left turn lane between Basin Street and Columbia Avenue/West Bond Street to retain on-street parking.

Public Improvements Summary

Seven public improvements have been identified by the public to help achieve the vision for Uniontown. These improvements support the land use and transportation recommendations and are important to creating a safer and more inviting neighborhood for both residents and businesses.

Enhanced Pedestrian Crossings

Improving pedestrian safety along West Marine Drive is a critical aspect of this Plan. Community members, businesses, and City staff all indicated a need for enhanced pedestrian crossings that would include signage, lighting, striping, and a pedestrian island refuge in certain locations.

Lighting Improvements

Portions of Uniontown lack enough street lighting. Lighting could be decorative or more industrial, but the community desires that it improve visibility and fit the neighborhood character.

Improved Pedestrian and Bicycle Connections

Improving pedestrian and bicycle connections is a key element of the Uniontown Reborn Master Plan. Cyclists visit the area via the Oregon Coast Bicycle Route and access to the multiuse trail or businesses along the river often requires passage through Uniontown.

Wayfinding Improvements

Community members desire a more inviting neighborhood for residents and visitors. One way to do this is through a wayfinding program that would guide people to nearby points of interest or community destinations.

Transit Stop Improvements

Ensuring that access to transit and the transit stop facilities are welcoming is an important topic among Uniontown community members. Amenities such as bus shelters, benches, lighting, trash receptacle, and arrival information were all cited as needed improvements to current transit stops. These improvements would require coordination with Sunset Empire Transportation District.

Potential Off-Street Parking

The land use recommendation addresses minimum requirements for off-street parking, but discussion among the public and City staff led to the community's interest in creating public parking areas in unused or underutilized lots to replace potentially lost on-street parking.

Gateway Opportunities

One element of the Uniontown Reborn Master Plan is to consider gateway opportunities that are welcoming to the City of Astoria. Uniontown is often the first neighborhood people pass through as they

City of Astoria **Uniontown Reborn Master Plan**



enter Astoria. Adding a welcoming gateway provides an opportunity to create a memorable entry into the City that embodies Uniontown's working waterfront history.



INTRODUCTION



- Plan Description
- Plan Goals and Vision
- Study Area and Map
- Existing Conditions
- Plan Process
- Public Involvement



Plan Description

Located along the Columbia River, in the northwest corner of the City of Astoria (City), the Uniontown Neighborhood is both a gateway into the City and an important industrial and commercial activity center. Uniontown boasts the Astoria-Megler Bridge, the City's iconic 4.1-mile-long bridge spanning the Columbia River, bringing people to and from Washington. People from the Oregon coast access Uniontown by crossing the New Young's Bay Bridge from the west. Uniontown has a historic past as a thriving cannery and seafood port which is still apparent today when visiting the Port of Astoria along the waterfront.

Uniontown's historic character and central location are key attributes of the neighborhood, but due in part to a lack of a unifying vision and a coherent set of plans to guide public investments and support redevelopment activity, investment has not made its way into Uniontown like it has for other historic areas of Astoria.

The purpose of the Uniontown Reborn Master Plan is to better integrate transportation and land use planning and develop new ways to support economic development along with safety and access enhancements to improve conditions for pedestrians, bicyclists, transit users, and motorists. The project will lay the groundwork for design and construction of streetscape and lane reconfiguration improvements on West Marine Drive/US 101, along with potential land use and development code refinements to foster community-supported future development.

Plan Goals and Vision

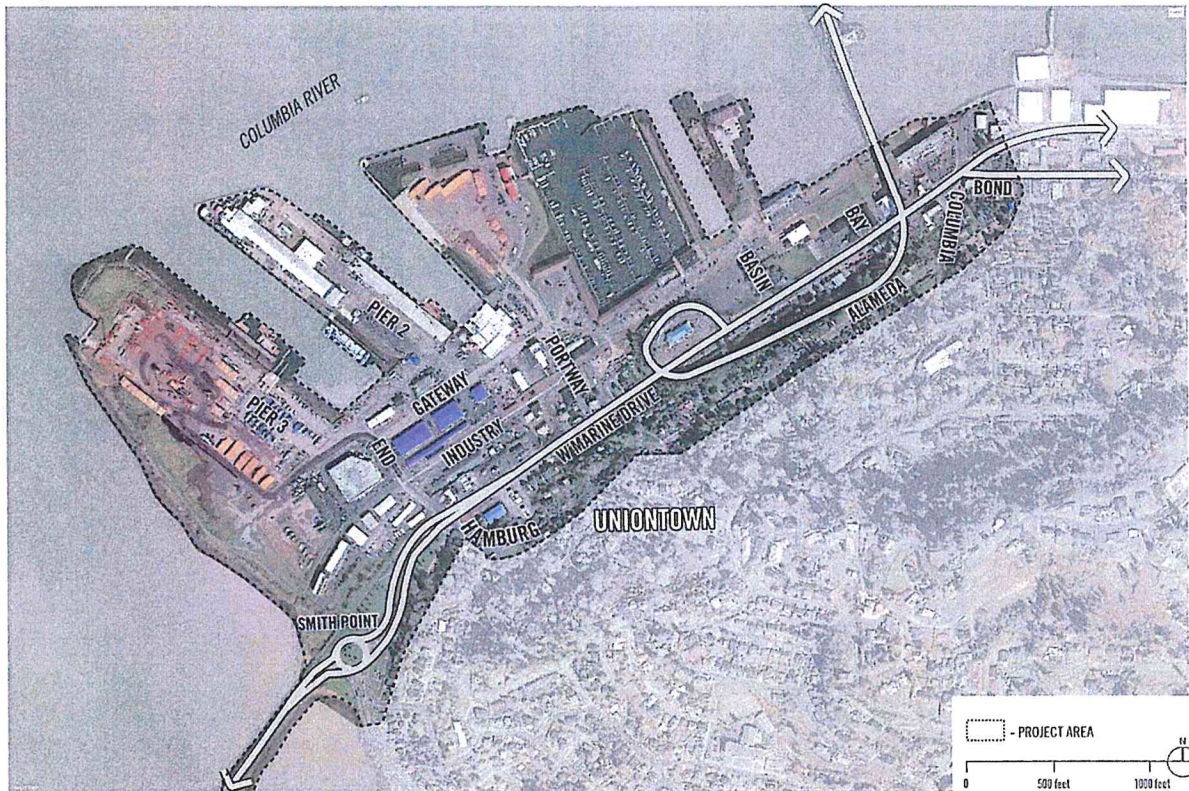
The following goals were established in coordination with the City and stakeholder feedback to guide the development of a new land use plan and supportive transportation plan that facilitate all modes of travel and support Uniontown's character and future investment.

- **Strengthen the livability and economic vitality of the study area** by identifying opportunities and removing barriers to development and redevelopment, enhancing walkability, improving bicycle and transit infrastructure, improving neighborhood aesthetics with landscape and streetscape elements, and enhancing access from adjacent neighborhoods.
- **Create a balanced and efficient multimodal transportation system** that better accommodates a variety of modes to offer attractive options to driving for those who live, shop, and travel through the study area.
- **Develop a complete land use plan and supportive transportation plan.**
- **Build on previous planning and visioning work conducted for the study area and surrounding areas**, including the Astoria Riverfront Vision Plan, Transportation System Plan, Bridge Vista Code Amendments, and other relevant efforts and plans. Create an attractive and welcoming entry to Oregon and City by using signage, art, landscaping, and other public improvements.
- **Facilitate the execution of the Astor-West Urban Renewal Plan**, which includes part of the study area, to help fund the project.

- **Actively engage community stakeholders in a thorough visioning process** to encourage their support of the project and its conclusions and to spur private investment in the study area.

Study Area and Map

Figure 1: Study Area



UNIONTOWN REBORN: Creating a Great Pacific Northwest Gateway to Astoria

The Uniontown Reborn Master Plan study area (Figure 1) is the portion of West Marine Drive from Smith Point to West Bond Street in the City of Astoria. The study area includes land adjacent to West Marine Drive, as well as land to the north that is designated for commercial, industrial, and mixed-use development. The Plan considers improved connections between West Marine Drive and residential areas to the South. It does not address the residential area beyond the homes adjacent to West Marine Drive.

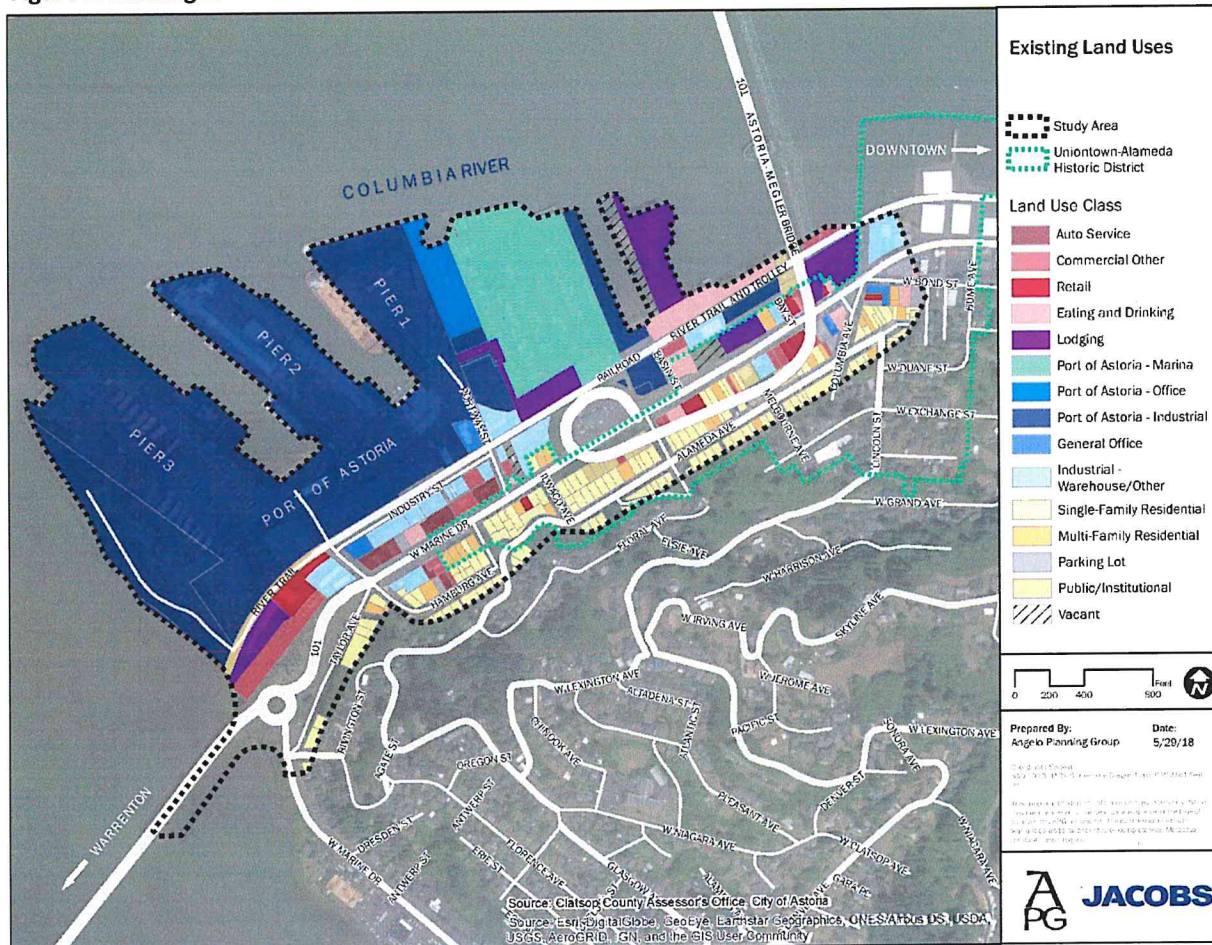
Existing Conditions

Land Use Existing Conditions

The Uniontown Reborn study area includes a diverse range of land uses. The existing land uses can be broadly categorized as industrial, commercial, and residential. The study area includes a range of types of uses within these three categories, particularly commercial and industrial uses. Existing land uses were classified according to Clatsop County tax assessor data and are mapped in Figure 2.



Figure 2: Existing Land Uses



A land use assessment was conducted to identify and understand the current land use conditions within the study area. The assessment analyzed eight different land use components comprising existing land uses, property ownership, development capacity, zoning and use regulations, development standards, architectural design standards, landscaping standards, and off-street parking standards. A findings summary for each land use component is provided below. Please refer to the Land Use Conditions Memorandum located in Appendix E for more detail.

- Existing land uses:** Existing land uses in the study area are diverse and include industrial, commercial, and residential uses. Uniontown features several larger “anchor uses,” notably the industrial and commercial tenants in the Port of Astoria, the West Basin Marina, two hotels, and two motels. A variety of commercial uses generally front West Marine Drive and multiple residential uses are also adjacent to this arterial on lots that are zoned commercial.
- Property ownership:** Property ownership is relatively fragmented in the study area, with the exception of the Port of Astoria that owns a substantial portion north of West Marine Drive, and several other single property owners that control large sites suitable for development or redevelopment.



- **Development capacity:** Based on analysis of the ratio of improvement values to land values, a number of parcels in the study area are either vacant or minimally improved and have potential to redevelop. Clusters of these developable parcels are located on the west end of Marine Drive, along Portway Street, and along Basin Street.
- **Zoning and use regulations:** Most of the on-land areas of the study area are zoned General Commercial (C-3), General Shorelands Development (S-2), Marine Industrial (S-1), or High Density Residential (R-3). Use regulations in the key zones are generally flexible and consistent with the purpose of the zone; however, appropriate locations for some specific uses may be reconsidered as part of this plan.
- **Development standards:** Most development standards are appropriate for the context and level of anticipated development. Maximum setback standards in the Bridge Vista Overlay Zone (BVO) may be appropriate for a wider segment of Marine Drive. Maximum height standards may be a barrier to new development on certain sites.
- **Architectural design standards:** The BVO establishes a comprehensive set of design standards and guidelines rooted in the historic patterns in the area. This project may consider refining or expanding the applicability of the BVO and/or these design standards.
- **Landscaping standards:** Citywide landscaping standards that apply in the study area are relatively easy to meet and may leave room for low-quality landscape design.
- **Off-street parking standards:** Minimum off-street parking requirements are typical for a smaller city. Several methods exist in the Development Code for reducing minimum parking requirements to encourage smaller infill projects and accommodate reuse of older sites that may not be able to meet current parking minimums. Because parking requirements oftentimes hold the key to project feasibility for redevelopment and/or small new development, there may be opportunities to further reduce this barrier for projects that meet the goals of this Plan and the City.

Economic Development Conditions

An economic conditions assessment was conducted as part of the Uniontown Reborn Master Plan to describe potential development and business activity. The following list summarizes key findings of the Economic Conditions Memo. Please refer to the Economic Development Existing Conditions Memorandum in Appendix F.

- Employment in Astoria is likely to grow by approximately 1 percent annually, adding around 1,400 total new jobs by 2040. This employment growth could require ~125 acres of developable and redevelopable land in Astoria. Some rezoning and intensification may be required to accommodate these new jobs, and as a mixed-use area, Uniontown may accommodate some of the growth.
- Citywide, educational services, health care, and social assistance are Astoria's primary employers. Uniontown's employer profile differs from the city, with a cluster of seafood processing and other manufacturers as its main economic drivers. In the coming years, the Port of Astoria will continue to drive Uniontown's economy and future industries might include industrial-flex or light manufacturing.



- Uniontown contains a cluster of tourism-related and retail businesses that are important to the area's identity. Improvements to Uniontown, which is already a primary gateway for tourists entering the city from the north and the south, may enhance Astoria's appeal as a destination and, with other tourism-supportive investment, increase tourism spending in Astoria.
- Preserving the historic character of Uniontown ranked as the most important economic development priority in the survey administered by the City of Astoria in 2018, which indicates a continuing preference for legacy businesses along the US 101 corridor in Uniontown.
- Housing affordability is a challenge for Uniontown and Astoria and is a key economic development priority. Anecdotal evidence suggests that many Astorians find it difficult to obtain housing aligned with their income. Meanwhile, land constraints and market conditions make new housing construction challenging.
- Adaptive reuse of buildings in Uniontown is a priority among the community. Infill, small-scale redevelopment and rehabilitation of existing properties may be helpful strategies to demonstrate development feasibility and create local momentum and interest.

Transportation Existing Conditions

Transportation improvements throughout the study area and specifically along West Marine Drive are a critical component of the Uniontown Reborn Master Plan. An in-depth inventory and qualitative review of pedestrian, bicycle, transit, and driving facilities was conducted as part of the Baseline Transportation Conditions assessment. The sections below provide a general overview of each transportation facility in Uniontown. Please refer to the Baseline Transportation Conditions Memorandum in Appendix F.

Pedestrian Facilities

Sidewalk facilities exist on both the north and south sides of West Marine Drive for the entire study corridor, although the quality varies. Sidewalk widths range from 6 to 14 feet; the typical sidewalk is 8 feet wide. Street lights, utility poles, signage, and driveway access are often located in the sidewalk, blocking the walkway and effectively reducing the total width. Nondecorative lighting is provided along West Marine Drive, increasing pedestrian comfort, but street trees and landscaping are limited near the sidewalk throughout the corridor.

Bicycle Facilities

A westbound bike lane is provided along West Marine Drive from Columbia Avenue to the Smith Point Roundabout and bike lanes in both directions are provided in downtown Astoria east of 6th Street. However, an eastbound bike lane gap exists between Columbia Avenue and the Smith Point Roundabout and in both directions between Columbia Avenue and 6th Street. Existing bike lanes range from 5 to 7 feet wide and are painted on-street with no physical separation from traffic. High corridor traffic volumes, frequent driveways, and heavy right-turning traffic are all potential conflicts with bicyclists along West Marine Drive. Challenging intersection geometry, including five-way intersections and the conversion of West Marine Drive to a one-way couplet, can make cycling difficult in downtown Astoria.



Transit Facilities

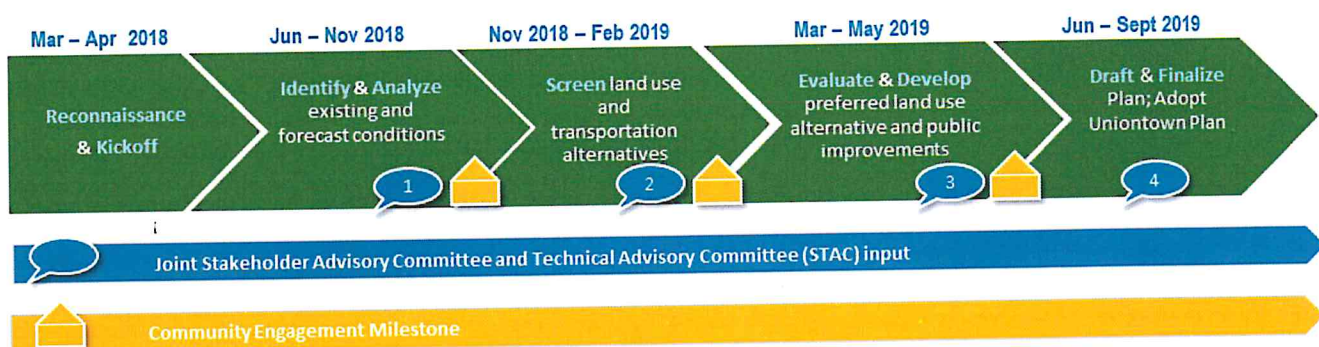
Transit service is provided in Astoria through the Sunset Empire Transportation District. Daily bus service is provided throughout Astoria, connecting to Warrenton, Hammond, Seaside, Cannon Beach, and Rainier. The Pacific Connector route connects Astoria to Cannon Beach and Tillamook on the weekends, and additional bus service connects Astoria to Portland and Longview. Transit stops are located along the study corridor at the Holiday Inn Express (Columbia Avenue and West Marine Drive) and the Astoria Transit Center (9th Street and West Marine Drive). The Astoria Transit Center provides a comfortable waiting experience for users including a waiting area, information, and bathrooms, along with public parking.

Driving Facilities

West Marine Drive is a major, commercial corridor in Astoria, serving both local traffic and regional traffic by providing a key connection to the Oregon coast and the State of Washington. It connects to major highways in US 101 and OR 202, as well as key local streets throughout the corridor. As a major commercial street, West Marine Drive is a four-lane cross-section (i.e., two through lanes in each direction) with left turn lanes provided in certain sections to improve traffic flow. The posted speed on West Marine Drive decreases as vehicles travel east along the corridor towards downtown Astoria from 30 miles per hour to 20 miles per hour.

Plan Process

In May 2018, the City of Astoria launched the Uniontown Reborn Master Plan, “Creating a Great Pacific Northwest Gateway to Astoria.” The Plan is part of ODOT’s community planning process funded through the State of Oregon’s Transportation and Growth Management (TGM) Program. The Plan process was divided into five sections: initial reconnaissance and project kickoff, existing conditions analysis, draft land use and transportation alternatives, evaluation and refinement of draft alternatives, and final draft plan/City adoption. A key aspect of the Plan process included input from the joint Stakeholder and Technical Advisory Committee (STAC), and community engagement milestones that helped to refine the recommended alternatives.



Public Involvement

Development of the Uniontown Reborn Master Plan began in May 2018. Over the past 13 months, the project team worked with the Uniontown community through a variety of outreach activities (Appendix L). The City of Astoria and ODOT committed to an outreach approach that accomplished four key goals.



1. Provided early and ongoing opportunities for the community to engage in the process;
2. Encouraged inclusion of all who desired to participate, regardless of race ethnicity, age, disability, income, or primary language.
3. Promoted fair treatment so that no one group would bear a disproportionate share of negative environmental impacts from plan recommendations.
4. Ensured that the concerns and feedback from all participants would be considered in the decision-making process.

Outreach Summary

Below is a summary of the key public involvement and outreach activities that City staff and project consultant team members conducted during the project.

Stakeholder Interviews

Six stakeholder interviews were conducted to identify key issues of concern, obtain input on the vision and goals for the study area, and determine how the stakeholders or their organizations would like to be involved in the project.

- Stakeholder Groups:
 - Chamber of Commerce
 - Historic Landmarks Commission
 - Astoria Planning Commission
 - Design Review Commission
 - Astoria Downtown Historic District Association
 - Local business owners along Hwy 30
 - People with disabilities
 - Title VI populations

Stakeholder Mailings

A mailing list based on stakeholder interviews and other interested individuals identified through public events and the project website was maintained for project mailings and communications. The project team maintained the mailing list, updated it before events, and collected and responded to all public comments received during the project.

Project Website

A project website was developed for the Uniontown Reborn Master Plan to provide an additional project resource for community members to access. The project website allowed the public to view upcoming meetings and provide comments, either online or by contacting city staff by phone, email, or mailed letters. The website also included a project overview, project schedule, ways to get involved, and a resource page with project memos and other materials.



Property and Business Owner Survey

From July 3-20th, 2018, the City of Astoria conducted a public survey to share information and generate feedback on the initial phase of the Uniontown Reborn Master Plan. The Uniontown Reborn survey was targeted toward citizens, businesses and property owners located in Uniontown, and made accessible to the Astoria community at large. It asked the community to provide input on transportation, land use, economic development, and design aesthetics. The City of Astoria developed a press release with a link to the survey that was circulated by The Daily Astorian. A total of 129 people completed the survey.

Among all survey respondents, the following categories of business and organizations were represented:

- Tourism-related business – 23%
- Restaurant/food service – 20%
- Retail – 16%
- Utility/Government – 13%
- Maritime industrial – 7%
- Food processing – 6%
- General industrial – 6%
- Automotive-related – 3%
- Chamber of Commerce – 3%

Joint Stakeholder and Technical Advisory Committee (STAC)

The project team coordinated a joint STAC for the Uniontown Reborn Master Plan. STAC met a total of four times to review project deliverables and provide guidance on the specific tasks. Each meeting was open to the public and advertised on the project website.

Public Community Events

The City of Astoria hosted three public events during the plan process:

- **Community Event #1 – November 7, 2018:** Attendees provided dozens of comments on key topics of transportation, land use, and economic development. The feedback emphasized the historic importance of Uniontown and set the stage for the development of a unified vision and investment strategy to revitalize a unique and historic working waterfront community.
- **Community Event #2 – February 6, 2019:** Attendees provided approximately 55 comments on plan concepts – the first phase of the draft recommendation development process.
- **Community Event #3 – May 22, 2019:** Attendees provided feedback on the land use and transportation preferred alternatives, as well as potential public improvements.



LAND USE RECOMMENDATIONS



- Introduction of Land Use Recommendation
- Uniontown Overlay Zone Summary
- Uniontown Overlay Zone Code Concepts



Introduction of the Land Use Recommendation

The land use recommendation was identified through a process of creating multiple land use alternatives and facilitating stakeholder and community discussion. It was developed as part of an initial screening of the Land Use and Transportation Alternatives Memorandum (Appendix J). The land use regulations that were evaluated to develop the recommendation addressed five topic areas: allowed uses, building heights and massing, landscaping and setbacks, off-street parking, and design guidelines. Two to three alternative approaches are described for each topic.

The project team used feedback from the STAC and community to help identify the alternatives that best addressed the land use vision, and community goals. These alternatives were then evaluated against the project evaluation criteria that were developed from the Evaluation Criteria Memorandum (Appendix I).

Uniontown Overlay Zone Summary

A key concept of the preferred land use recommendation is to establish a new Uniontown Overlay Zone (UTO) within the study area. The proposed land use and urban design concepts cannot easily be implemented through amending the existing base zone in the area—the C-3 General Commercial Zone—because that zone applies to many other locations in the city. An overlay zone will enable the city to apply the proposed code changes to specific areas within the plan area. The City of Astoria has commonly used overlay zones to implement subarea plans, so this approach is consistent with this practice.

Boundary

The proposed boundary of the UTO is illustrated in **Figure 3**. The boundary of the UTO is focused on the West Marine Drive corridor, because the community desires that this corridor serve as an important gateway into Astoria for travelers entering the city from the west – from Warrenton and other coastal communities to the south. The community also desires to preserve the character of the historic buildings and development pattern of the Uniontown-Alameda National Register Historic District located in the center of the study area.

Subareas

The Uniontown Reborn Master Plan calls for the UTO to be divided into two subareas (**Figure 3**) to address the varying existing land uses and development patterns throughout the West Marine Drive corridor. The two subareas will allow for variations in allowed uses and development and design standards.

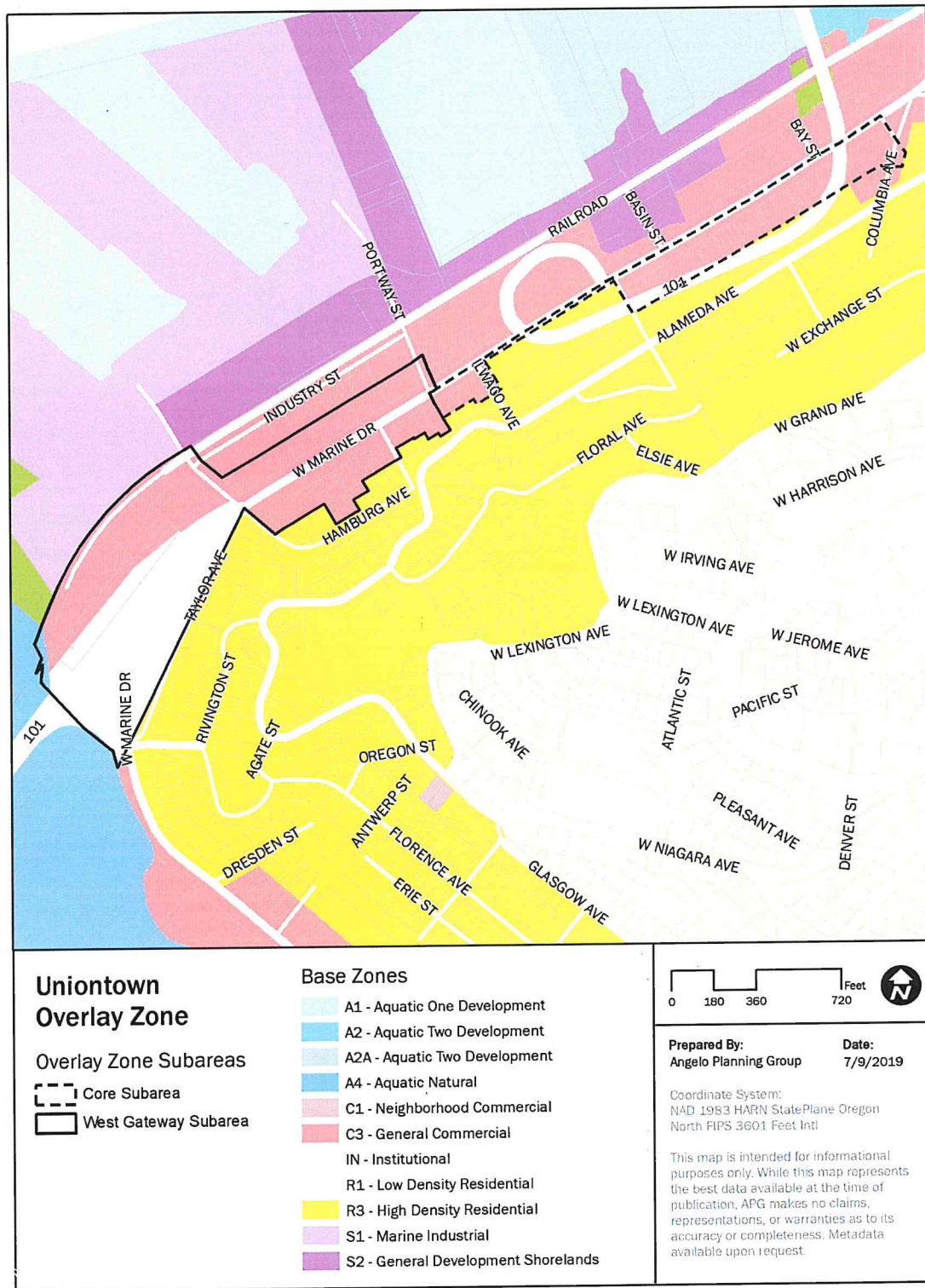


Figure 3. Proposed Uniontown Overlay Zone (UTO)

West Gateway Subarea

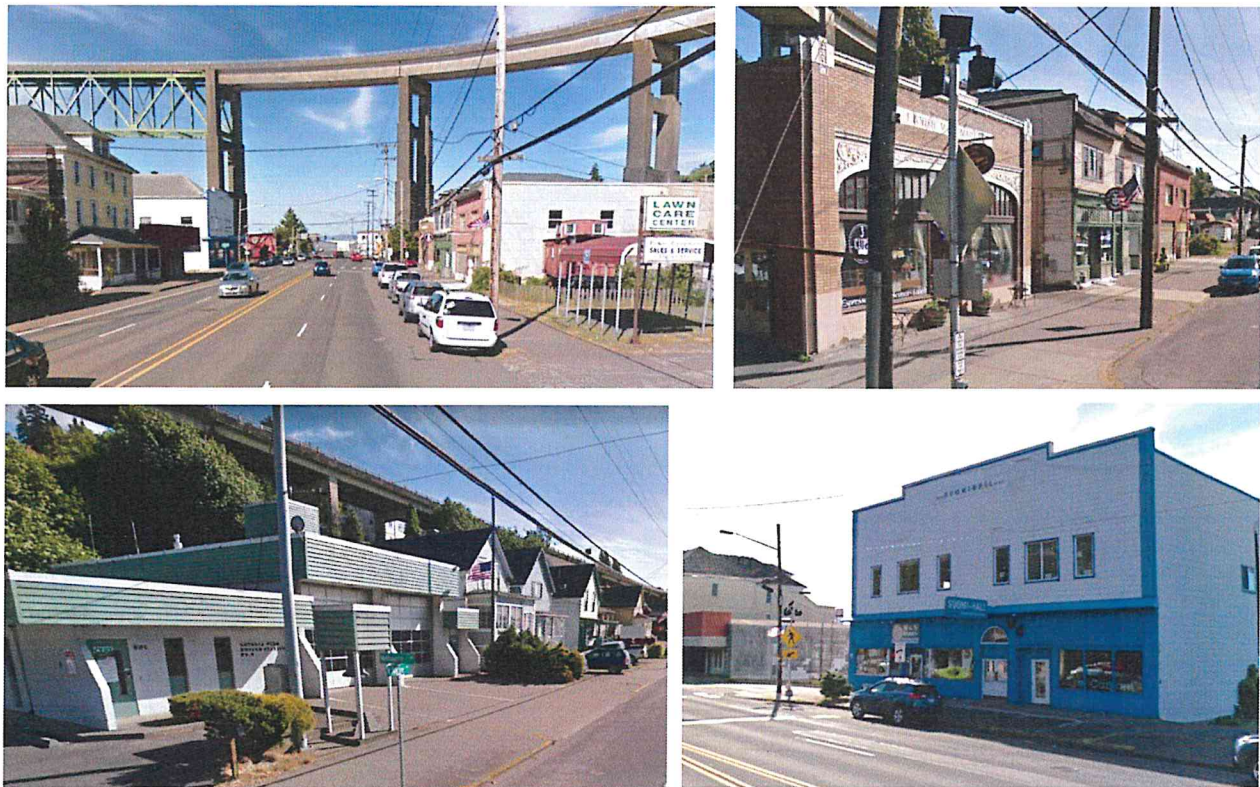


Size: Approximately 16 acres

Characteristics: The Uniontown West Gateway Subarea is predominantly a commercial corridor that benefits from the high traffic volumes and visibility of West Marine Drive. Many existing commercial uses are automobile-oriented (fuel station, quick lube, drive-through coffee kiosk). There are a limited number of residential properties, several vacant buildings, underutilized plots of land, limited landscaping, and large building setbacks, and many of the sites have substantial impermeable paved surface areas. The right-of-way is relatively wide along this corridor and vehicle speeds are high, contributing to a relatively uncomfortable pedestrian experience.

Land Use Vision: The Uniontown Reborn Master Plan envisions that this subarea will incrementally transition into a more pedestrian-oriented and walkable form. New buildings or building additions would be placed closer to the street frontage to create a more comfortable and interesting pedestrian experience. Where buildings do not directly front the sidewalk, landscaping or plazas would provide for an attractive streetscape. Parking lots fronting the sidewalk would be discouraged, prohibited, or required to be screened with landscaping. Automobile-oriented uses, which generally detract from the pedestrian experience, would be prohibited or subject to special design standards to ensure area walkability. New development or redevelopment to the area would respect and strengthen the historic character of the area.

Core Subarea



Size: Approximately 10 acres

Characteristics: The Uniontown Core Subarea includes the properties on the south side of West Marine Drive between Portway Street to the west and Columbia Avenue to the east. The area includes two-story historic commercial and residential buildings that are built close to the sidewalk as well as more recently developed single-story commercial buildings with parking fronting the street. This section of West Marine Drive represents the historic core of the Uniontown area, with a traditional development pattern of storefront commercial buildings, many of which embody the historic character that led to the formation of the Uniontown-Alameda National Register Historic District. This existing development pattern is more similar to the pedestrian-oriented form of downtown Astoria than the more auto-oriented West Gateway Subarea.

Land Use Vision: The Uniontown Reborn Master Plan envisions that the traditional urban pattern of the Core Subarea will be preserved and strengthened as properties are improved and new buildings are added in the area. New developments or redevelopments, where appropriate, will extend the essential features of this historic character and strengthen the identity of the area as a traditional commercial “Main Street.” These features include buildings that front the street, storefront facades with generous windows, and historically-appropriate architectural elements.



Uniontown Overlay Zone Code Concepts

The land use recommendations for the Uniontown Reborn area address each topic area below by providing background information and the recommended approach to implementing the vision for the area. The five topic areas were identified through public involvement, and input from the STAC and City Staff. Because two subareas are proposed as part of the Uniontown Overlay Zone (UTO), recommendations for certain topic areas are to be tailored to each subarea.

Use Regulations

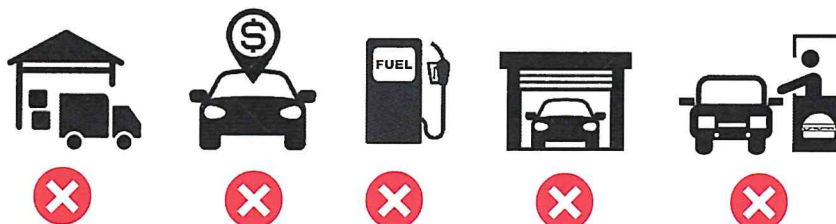
Background: Existing use regulations along the West Marine Drive corridor allow some commercial and industrial uses that do not contribute to the goal of creating a walkable, pedestrian-friendly, commercial district. Auto-oriented commercial businesses, drive-through businesses, and some industrial uses are generally not conducive to a pedestrian-friendly environment due to heavy traffic volumes, a high number of vehicle access points, and large buildings with few windows, long blank walls, and heavy truck traffic.

Recommendation: The existing uses and anticipated demand for future uses varies by subarea in the UTO.

- West Gateway Subarea:** Some existing auto-oriented commercial uses and similar uses are anticipated given the location and the lack of alternative places for these uses in the city. The West Gateway Subarea concept prohibits industrial uses (except for light manufacturing with a retail component) and automotive sales but continue to allow other auto-oriented commercial uses.



- Core Subarea:** Very few industrial and auto-oriented uses currently exist in the Core Subarea due to its proximity to downtown and tourist-oriented development along the riverfront. Future demand will be for more commercial uses; therefore, the Core Subarea concept prohibits industrial uses (except for light manufacturing with a retail component), automotive sales, gasoline service stations, automotive service and repair, and drive-through facilities.



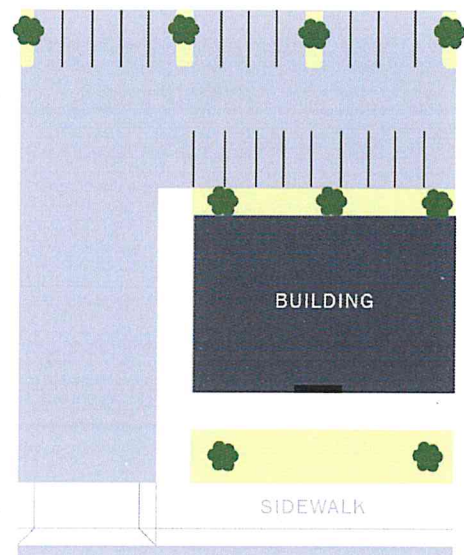


Setbacks and Landscaping

Background: Current zoning along the West Marine Drive corridor does not establish setback regulations but does require a minimum of 10 percent landscaping on each lot. The community has expressed a strong desire for improved landscaping along the corridor on both public and private properties. Most buildings in the West Gateway Subarea are set back from the street and have parking, vehicle circulation, or landscaping in between the building and the street. Most buildings in the Core Subarea directly front the sidewalk and occupy most or all of the lot with minimal landscaping, consistent with the historical development patterns of storefront commercial buildings.

Recommendation:

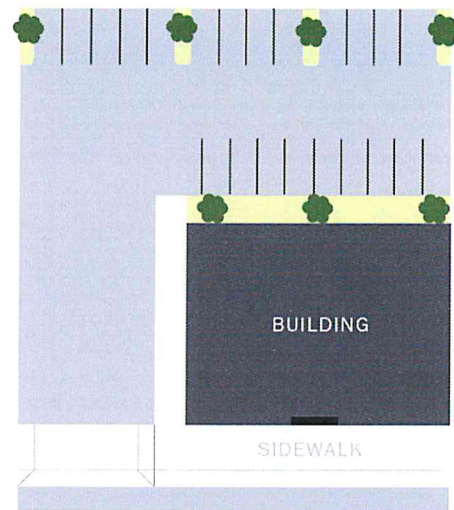
- **West Gateway Subarea:**
 - No maximum or minimum setback.
 - Parking lots may not be located between the building and the street (must be to the side or rear).
 - Where buildings are set back from the street more than 5 feet, a landscape strip or pedestrian plaza must be provided between building and street.
 - Require at least 15 percent of lot area to be landscaped and require the landscaping to be visible from the public right-of-way.
 - Establish enhanced minimum planting requirements to require minimum areas of live ground cover and minimum density of trees and/or shrubs in landscaped area.





- **Core Subarea:**

- Establish a *maximum* setback of 5 feet, with exceptions for certain situations, including presence of an easement or utilities or the creation of a pedestrian plaza or wider walkway.
- Do not require a minimum landscaped area or a maximum lot coverage. Continue to require parking lots be landscaped according to Section 7.170 and Section 3.105 through 3.120.



Building Height and Massing

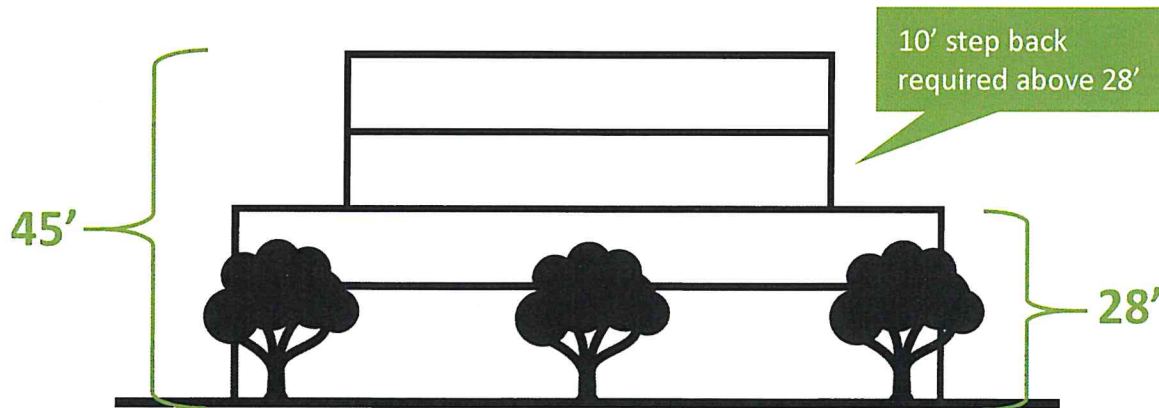
Background: Zoning in the study area currently allows for a maximum building height of 45 feet (a three- to four-story building) with no requirements for setbacks or other special massing standards. There is potential for taller buildings blocking views of the river in certain locations, but generally, river views will continue to be present in areas where it is currently most visible south and east. Allowing for slightly taller buildings improves the likelihood of new development and redevelopment in the corridor for the following reasons:

- Higher-development intensities allow for more rentable space, generating higher revenues, and making development projects more feasible.
- A height limit of 28 feet will limit buildings to two stories. Two-story mixed-use development is uncommon in the marketplace and therefore could be difficult to finance. Two-story single-use buildings such as offices or apartments may be feasible but are also less common than three- or four-story buildings.
- A height limit of 35 feet could allow for a three-story mixed-use building but presents a difficult height limit to work within. Ground floor retail typically requires higher floor-to-floor heights than other uses, meaning that a 35-foot height limit allows little room to maneuver for architects.
- Many developers rely primarily on the residential portion of a mixed-use development to make the development financially feasible. Lenders sometimes treat ground-floor retail in mixed-use buildings as a loss-leader and, as such, underwrite development projects on the basis of the residential program exclusively. Therefore, for mixed-use projects, allowing additional residential stories above ground-floor-commercial generally increases project feasibility. This also will help the city meet goals for increasing the supply of housing in this area and in the city generally.

Recommendation: Allow for a maximum height of 45 feet throughout the UTO but require any part of the building above 28 feet to be stepped back from the main facade by a minimum of 10 feet. The increased height limit of 45 feet will improve economic feasibility of new development and allow for



more intensive uses, while the setback requirement will help to break up the massing of a larger building and may preserve view corridors.



Off-Street Parking

Background: The Astoria Development Code requires a minimum amount of off-street parking spaces be provided with new development, redevelopment, and buildings that change uses. The community identified that on-street parking can be difficult to find during peak hours, and that future development should continue to provide off-street parking. However, depending on lot size, location, and cost, off-street parking can quickly become a significant barrier to new businesses, expansions, or new development.

Recommendation (Gateway and Core Subareas): Continue to require off-street parking for most new development but allow for reductions and exemptions to the standards where it may be difficult or infeasible to provide off-street parking. The following reductions and exemptions would apply throughout the UTO:

- Minimum parking space requirements may be reduced by 50 percent for uses with less than 5,000 square feet of gross floor area.
- Exemptions from minimum parking space requirements permitted under the following conditions:
 - Existing buildings that cover the maximum allowable area of the site.
 - Building expansions of 10 percent or less.

Design Standards and Guidelines

Background: Current zoning regulations along the corridor do not require a design review process and do not establish any specific design standards or guidelines for new buildings, except for historic design review if the construction is adjacent to a historic property. Most of the properties included in the proposed UTO are located in the Uniontown-Alameda National Register Historic District, which was designated as a historic district in 1989. The district includes 132 contributing buildings, constructed



between 1883 and 1938.¹ To preserve the historic character, the City established design standards and guidelines as part of the BVO to prohibit inconsistent design and building elements.

Recommendation: Apply the BVO design standards and guidelines to the UTO, but with slight flexibility tailored specifically to the Uniontown Reborn area. Community members in Uniontown have expressed strong support for preserving the historic character of the Uniontown area as new buildings develop and older buildings are renovated. The design standards and guidelines that apply in the BVO are intended to preserve the historic character within this part of the study area. The historic patterns of buildings outside the BVO and within the UTO are similar to the patterns within the BVO; therefore, it is appropriate to apply a similar set of design standards and guidelines. This will ensure that consistent standards and guidelines are applied within the Uniontown-Alameda Historic District and the broader Uniontown Reborn plan area.

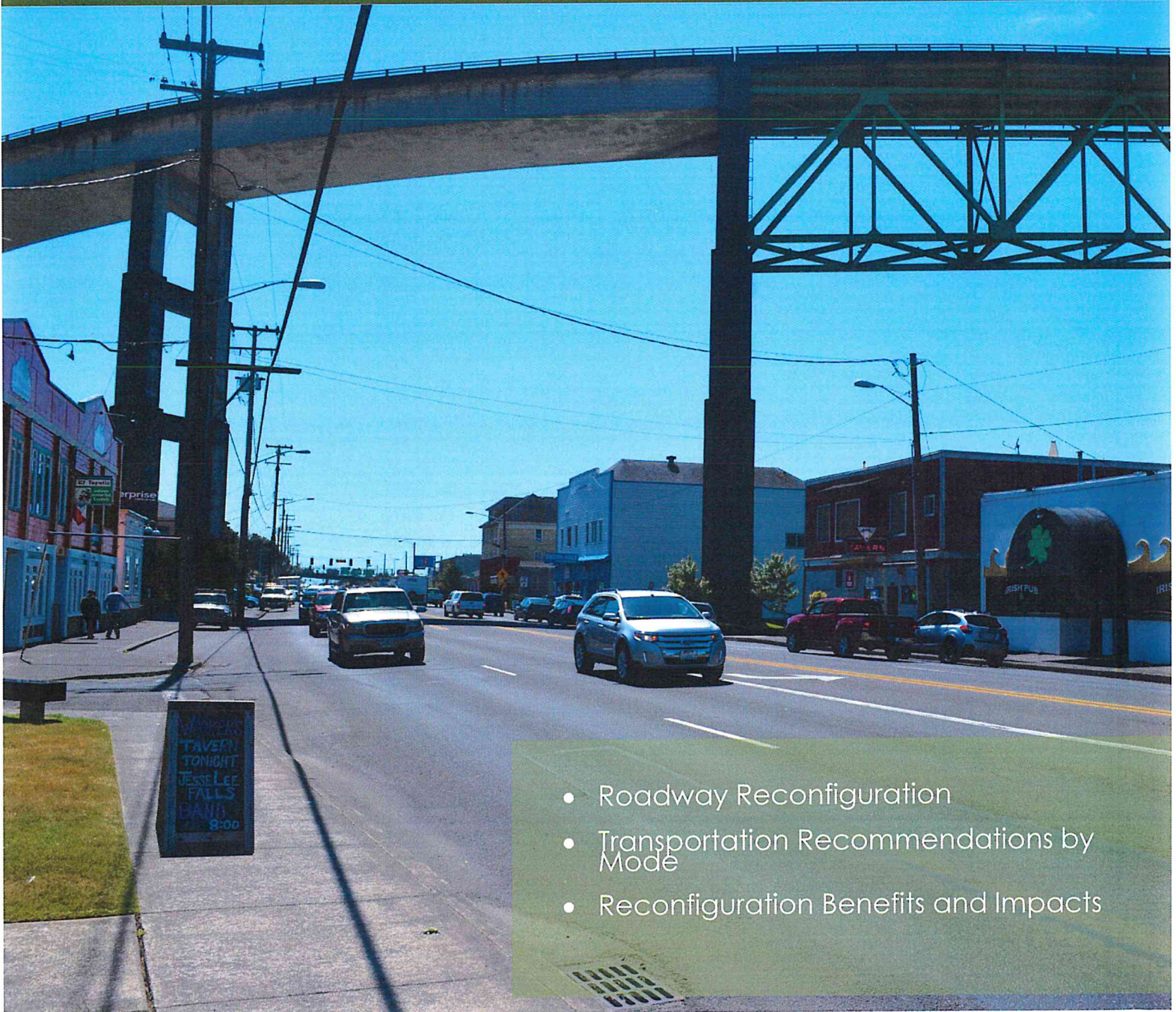
The standards and guidelines would be applied uniformly throughout the UTO to all new construction and major renovations (defined as construction valued at more than 25 percent of the assessed value of existing structure). The standards and guidelines would be modeled on the standards and guidelines of the BVO but may be modified to address features or conditions that are unique to the UTO area. The standards and guidelines would address the following topics:

- Building Form and Style
- Roof Form and Materials
- Doors
- Windows
- Siding and Wall Treatment
- Awnings
- Lighting
- Signs

¹ Source: National Historic District nomination form, available at http://heritagedata.prd.state.or.us/historic/index.cfm?do=main.loadFile&load=NR_Noms/88001311.pdf



TRANSPORTATION RECOMMENDATIONS



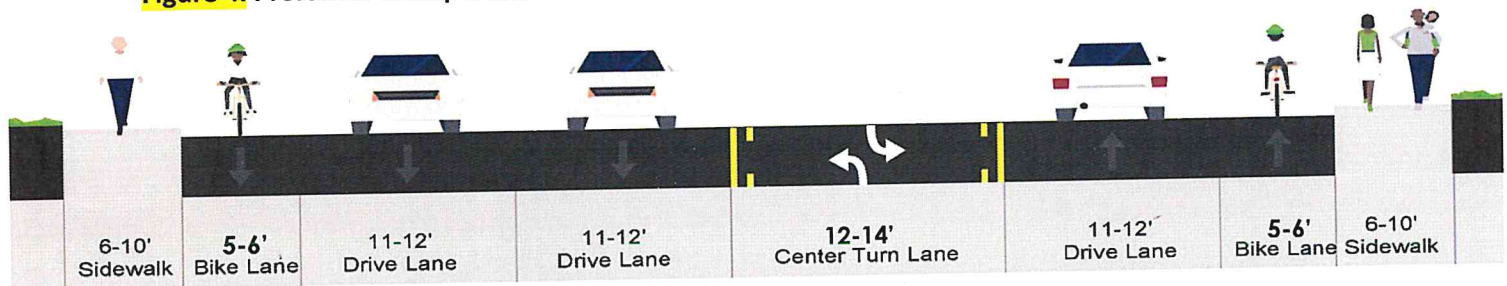
Roadway Reconfiguration

Transportation Recommendation

The preferred transportation alternative in the Uniontown segment of West Marine Drive would provide a four-lane cross-section with two westbound lanes, one eastbound lane, a center two-way left turn lane, and bicycle lane in both directions, between the Smith Point Roundabout and the Columbia Avenue/West Bond Street intersection. See **Figure 4**, Preferred Transportation Alternative, below.

This roadway reconfiguration emerged as the preferred alternative in prior planning work, including the Astoria Transportation System Plan and the Tier 1 Alternative evaluation. An opening year for this potential lane reconfiguration project has not been identified although this alternative is expected to be constructed by 2035. Analysis of the preferred Uniontown alternative assumes that West Marine Drive is reconfigured to a three-lane cross-section with one westbound lane, one eastbound lane, and a center two-way left turn lane between the Columbia Avenue/West Bond Street intersection and 8th Street.

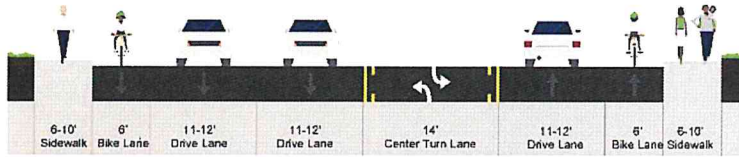
Figure 4. Preferred Transportation Alternative



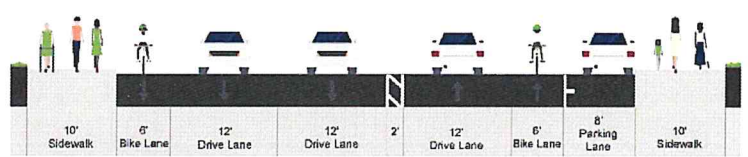
The cross-section would include westbound and eastbound bike lanes and segments of on-street parking. The reconfiguration of the West Marine Drive corridor would also include updated pedestrian and transit facilities to comply with the specifications in the ODOT Highway Design Manual and to facilitate a multimodal transportation environment consistent with future land uses along the corridor. Specific elements of the recommendation, detailed below, to facilitate a multimodal environment on the corridor were identified through the Tier 2 evaluation process.

The analysis assumed the preferred cross-section would repurpose the existing curb-to-curb pavement width with new striping and median treatments and no roadway widening would occur. For the Uniontown segment, this will require several ODOT design exceptions for vehicle lane width and missing elements such as landscape strip. The benefit of this approach is to minimize project construction costs, retain the compact form of the corridor and minimize potential impacts to fronting properties.

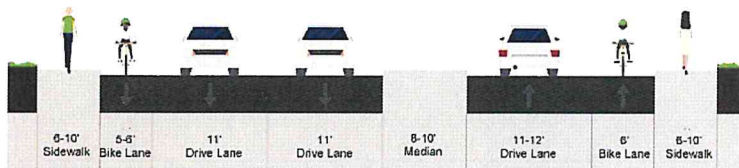
Owing to the wide range of available curb-to-curb widths, the Tier 2 analysis identified six unique cross-sections for West Marine Drive. Proposed roadway cross-sections for both the Downtown and Uniontown portions of the study area can be seen in **Appendix X** Cross Sections A through F and in **Figure 5** below.



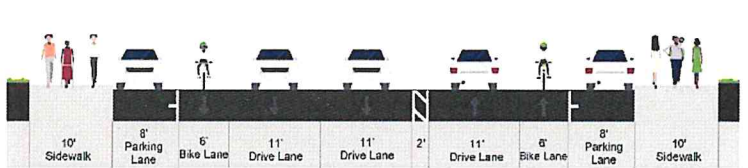
Cross Section A Hamburg to west end of elevated US 101 bridge approach • east end of elevated US 101 bridge approach to US 101 Bridge intersection • Bay Street to Motel 6 Driveway • Columbia Street intersection



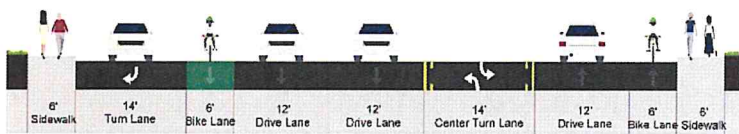
Cross Section D Motel 6 Driveway to Bay Street intersection



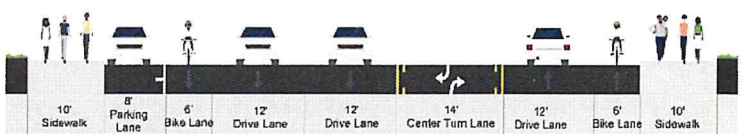
Cross Section B Underneath elevated US 101 Bridge approach (west) • Bay Street intersection



Cross Section E Bay Street to Columbia Avenue



Cross Section C US 101 Bridge intersection to Bay Street



Cross Section F Bay Street to Columbia Avenue

Figure 5: Marine Drive Cross Section Alternatives



For the Uniontown segment, there is an opportunity along several segments of the corridor to construct minor roadway widening to meet, or come closer, to ODOT design standards. These opportunity segments are fronted by property that are vacant or with development located away from Marine Drive. Minor widening could be implemented to provide wider vehicle lanes, wider sidewalks and landscape strips. The conceptual design process that follows the master planning work would further evaluate the detailed design of the corridor.

Cross Section Alternatives Considered

The preferred roadway reconfiguration was identified through public involvement activities and project team expertise. The community weighed in on options for various roadway and streetscape elements, including in-street bicycle improvements, sidewalks, buffer strips, on-street parking, raised medians, enhanced pedestrian crossings, streetscapes, and driveway curb-cuts.

The evaluation criteria used to determine the best transportation alternative reflect community-identified concerns, STAC feedback, input provided by the City of Astoria on travel conditions by travel mode, including safety, comfort, and accessibility for people walking, biking, riding transit, or driving, and the movement of freight, developed in Baseline Transportation Conditions Memorandum (Appendix F). Evaluation of alternatives was a qualitative process that assessed the extent to which potential alternatives met the vision for Uniontown.

Transportation Recommendations by Mode

Recommended Pedestrian Facilities

Improvements to pedestrian facilities focus on sidewalks and improved crossings throughout the corridor. Sidewalks currently exist along West Marine Drive, but they are narrow, obstructed by public utilities and driveways, and fail to comply with Americans with Disabilities Act (ADA) standards. Crossings are limited and where they do exist, elements to improve safety and pedestrian comfort are needed.

Proposed Pedestrian Improvements:

- Widen sidewalks to minimum of 6 feet.
- Where feasible, add a 4-foot-minimum planting strip buffer between roadway and sidewalk.
- Locate obstructions (for example, utilities) in planting strip – not sidewalk.
- Upgrade curb ramps for ADA compliance and improve conditions for all users.
- Add street lighting at Hamburg Avenue and West Marine Drive (an unsignalized intersection).
- Add center median refuge at Bay Street and West Marine Drive to enhance protected pedestrian crossing, while still allowing left turns.

Recommended Bicycle Facilities

Improvements to bicycle facilities along West Marine Drive focus on better connectivity and bicycle access along both sides of the roadway, and safety elements to address high traffic volumes and frequent right-turning movements from both drivers and freight vehicles.

Proposed Bicycle Improvements:



- Add new eastbound bike lane between Smith Point Roundabout and 6th Street and widen to six (6) feet where possible within the existing curb-to-curb width.
- Apply green paint treatment for the westbound bike lane approaching the US 101 bridge to protect cyclists and increase their visibility to reduce potential conflicts with right-turning vehicles
- Construct the bike lanes in both directions or upgrade to be 6 feet wide, where possible, consistent with the ODOT Highway Design Manual for urban areas.

Recommended Transit Facilities

The preferred transportation alternative does not designate specific transit enhancements as part of the recommendation; however, as the Sunset Empire Transportation District plans for future additional service, improvements can be made to increase safe and comfortable access to and from current and future transit facilities.

Proposed Transit Improvements:

- Develop formalized and branded bus stops with pullouts, shelters, and other amenities.
- Enhance pedestrian and bicycle facilities along West Marine Drive to improve access to transit.
- Consider implementing median refuges, sidewalk buffers, lighting, and ADA-compliant ramps to enhance safety and access to transit.
- Encourage new developments or redevelopments and propose land use changes to support transit and enhance multimodal character of the corridor.

Recommended Driving Facilities

The preferred driving facilities along West Marine Drive focus on overall capacity through lane reconfigurations, improving traffic flow by minimizing delay, improving safety by adding a center turn lane and median refuge, and retaining on-street parking where possible.

Proposed Driving Improvements:

- Remove the eastbound lane between ~~Smith Point Roundabout and 8th Street~~ Hamburg and Columbia Avenue / West Bond and maintain the right turn lane at the US 101 bridge.
- Consider obtaining exception to ODOT design standards for travel lanes of less than 12 feet because West Marine Drive is a State-designated freight route.
- Add a ~~14-foot-wide~~ center two-way left turn lane along most of corridor.
- Bay Street intersection design and development considerations must include:
 - ~~Will be removed between Portway Street and the US 101 bridge to accommodate bridge columns in median and to provide pedestrian median refuge at Bay Street.~~
 - Providing public parking to offset any spaces removed.
 - ~~Median would maintain~~ Eastbound left turns onto Bay Street allowed until TSP project to connect Basin Street and Bay Street is completed. ~~for eastbound traffic.~~
 - Enhanced pedestrian crossing with raised median near Bay Street.
 - Maintaining acceptable levels of congestion.
- Remove center turn lane between Basin Street and Columbia Avenue/West Bond Street to retain on-street parking.



- ~~Off-street parking lots shall be created to replace lost~~ The City shall mitigate displaced on-street parking by securing off-street parking spaces for public use before any lane configurations are constructed. Additional off-street parking areas should be in close proximity to the area where the on-street parking was lost.

Reconfiguration Benefits and Impacts

The existing conditions assessment and community input helped identify the key improvements needed to achieve the preferred alternatives. The section below describes possible outcomes from the improvements that were identified as part of the preferred alternatives.

Recommended Pedestrian Travel Conditions

A pedestrian level of service (LOS) was developed to evaluate the pedestrian network along West Marine Drive. The LOS assessed the presence of sidewalk or pathway, a buffer zone (i.e., bike lane, shoulder, landscape strip, or on-street parking), street lighting, and the number of travel lanes and vehicle speeds of the roadway. The LOS measured pedestrian conditions on a scale of excellent to poor. An excellent rating requires that there be a sidewalk on both sides of the street, with a landscape buffer. A poor rating denotes gaps within the sidewalks along the corridor. Traffic speeds, volumes, and sidewalk widths were also included in the LOS rating.

Currently, West Marine Drive is a high-stress pedestrian environment creating an uncomfortable walking environment for most users, driven by narrow or obstructed sidewalks with no buffer next to a major arterial and the lack of ADA-compliant ramps at all study intersections. Improvements such as minimum 6-foot-wide sidewalks and 4-foot-wide landscaping strips that include trees would greatly improve the pedestrian conditions. In addition, upgrading pedestrian ramps to meet ADA standards, improved pedestrian lighting, and crosswalk enhancements would increase the pedestrian LOS to an excellent or good rating and create a comfortable environment for most pedestrians.

Recommended Bicycle Travel Conditions

A bicycle level of traffic stress (LTS) was conducted to evaluate bicycle conditions along the corridor. The LTS evaluation estimated the potential of West Marine Drive to develop into a multimodal corridor by measuring how current facilities will operate in the future against new facilities in the future. The LTS is measured on a scale of 1 to 4, with 4 being a high-stress environment and 1 being low-stress environment.

Currently, West Marine Drive is a stressful environment for most bicyclists. Eastbound LTS is measured at a 4 for the entire study area and westbound travel ranges from 1 to 4 depending on the road segment. This type of environment can deter all but the most determined cyclists from traveling by bike. To improve this corridor for bicyclists in the future, providing a 6-foot, on-street bike lane for both eastbound and westbound travel would reduce the bicycle LTS to 2 for most of the corridor, while spots would remain at an LTS 3. These improvements would make cycling more manageable and more likely for the community. Future no build and build bicycle LTS can also be found in Appendix I.



Motor Vehicle Safety

The proposed lane reconfiguration would provide left-turn storage at most intersections and driveways along West Marine Drive. This would improve safety along the corridor by minimizing speed differentials between through and turning vehicles and reducing the likelihood of rear-end collisions.

Reducing the number of lanes on a roadway provides an expected reduction in crashes of nearly 30 percent. A similar crash reduction could be observed in the future when West Marine Drive is converted to the preferred alternative cross-section between Columbia Avenue/West Bond Street and the Smith Point Roundabout. However, there is not enough research available on the safety impacts of this specific reconfiguration, and thus there are no documented Crash Reduction Factor values available to quantify the precise crash reduction.

The preferred alternative will have safety benefits along the entire corridor, including the key intersections of Hamburg Avenue and Portway Street. Spot locations could see a crash reduction as high as 27 percent, depending on site-specific crash patterns and lane configuration.

Future Mobility Targets and Intersection Impacts

The 2035 traffic operations were analyzed for the West Marine Drive corridor under the preferred alternative (Appendix I). This analysis included the preferred alternative for the Astoria Uniontown study area and assumed that West Marine Drive was reconfigured to a four-lane cross-section between the Smith Point Roundabout and Columbia Avenue/West Bond Street. The analysis found that:

- Most intersections in the study area would operate at volume/capacity (v/c) ratio of 0.65 or better during 2035 PM peak hour (increase of approximately 0.3 compared to 2023 baseline).
- Mobility targets would be marginally exceeded at West Marine Drive/Columbia Avenue/Bond Street intersection:
 - The increased v/c ratio is the result of reducing eastbound and westbound through traffic to one lane in each direction in combination with a complex, multiapproach intersection that reduces green signal time for east-west traffic.
 - Mitigations could include a longer signal cycle, left turn restrictions, or intersection approach closure, but not recommended because of minimal benefit to operations.
- Overall, drivers would experience a slight delay of up to 3 minutes on West Marine Drive during the busiest summer weekends in 2035. Traffic volume to create this type of delay does not represent the average conditions along the corridor.
- The lane reconfiguration, however, would reduce pedestrian and bicycle conflicts, making the roadway environment more comfortable for all road users, and creating a more inviting environment for both businesses and residents.



RECOMMENDED PUBLIC IMPROVEMENTS



- Recommended Public Improvements

Recommended Public Improvements

Throughout the development of the Plan, community members identified public improvements that they would like to see in Uniontown, which included enhanced pedestrian crossings, lighting improvements, improved pedestrian and bicycle connections, wayfinding improvements, transit stop improvements, potential off-street parking, utility relocation, and gateway opportunities. These additional improvements support the land use and transportation alternatives of the Plan and are important to creating a safer and more inviting neighborhood for both residents and businesses. **Figure 6** below provides a map highlighting location and type of public improvement.

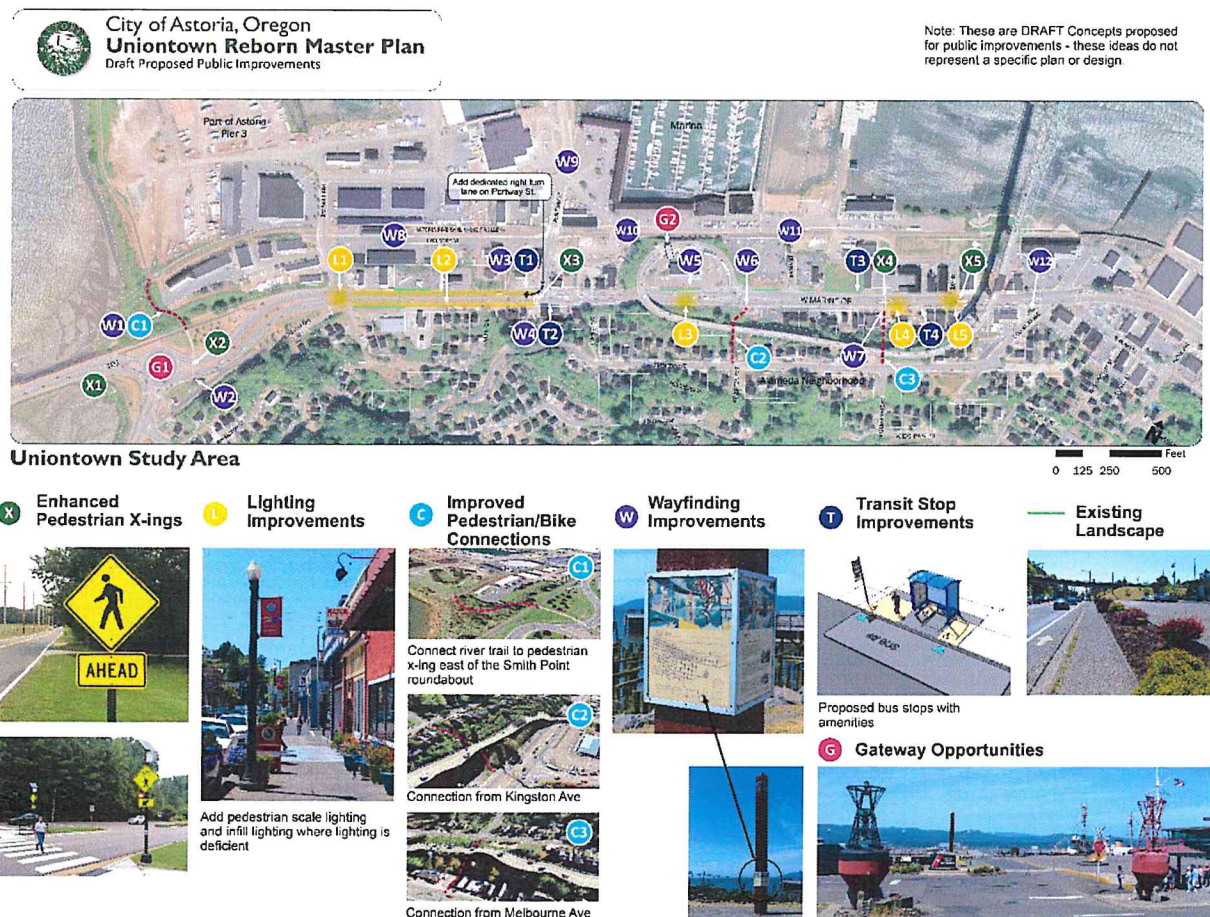


Figure 6: Public Improvements Map

Enhanced Pedestrian Crossings

Improving pedestrian safety along West Marine Drive is a critical aspect of this Plan. Enhanced pedestrian crossings are needed along Marine Drive in locations where crossings currently do not exist or where crossings need enhancements to increase safety for pedestrians. Enhanced crossings for Uniontown could include highly visible striping, signage, a pedestrian refuge island in the middle of the roadway, and a pedestrian-actuated signal such as rectangular rapid flash beacons. The proposed locations for five enhanced crossings have been identified: eastbound and westbound approaches of the

West Marine Drive roundabout, West Marine Drive and Portway Street, West Marine Drive east of the Astoria Fire Station, and West Marine Drive and Bay Street.



Lighting Improvements

Portions of Uniontown lack sufficient street lighting. Lighting could be ornamental or more industrial, but the community desires that it be pedestrian-scale, improve visibility, and fit the neighborhood character. Lighting would improve visibility and safety, thereby improving the pedestrian environment. Four locations for improved lighting have been identified: West Marine Drive and Hamburg Avenue, West Marine Drive between Hamburg Avenue and Portway Avenue, West Marine Drive crossing near the Astoria-Megler Bridge, and the crossing at West Marine Drive east of the Astoria Fire Station. Additional lighting should also be considered throughout the study area, as community feedback



indicated a desire for consistent lighting throughout Uniontown and along West Marine Drive to enhance visibility and safety at night.

Improved Pedestrian and Bicycle Connections

Because the Uniontown corridor is a gateway many pass through daily, connections in this area are critical, especially for pedestrians and cyclists. Cyclists visit the area via the Oregon Coast Bicycle Route and access to the multiuse trail or businesses along the river often requires passage through Uniontown. Astoria's hills and steep slopes create connectivity challenges for pedestrians and bicyclists in certain locations; however, there is opportunity to connect existing trails and pathways to improve connections. Three locations have been identified for future connections:



Connection of river trail to pedestrian crossing east of the Smith Point roundabout



Connection from Kingston Avenue



Connection from Melbourne Avenue

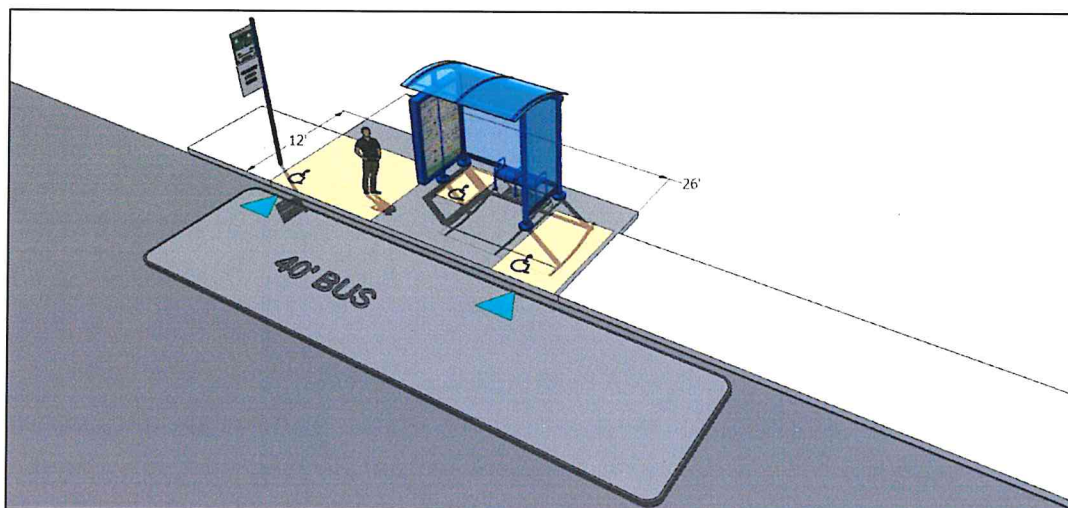
Wayfinding Improvements

Community members desire a more inviting neighborhood for both residents and visitors. One way to do this is through a wayfinding program that would guide people to nearby points of interest or community destinations using signage, maps, and matrix bar codes (commonly known as QR codes) for use with a mobile device. Seven locations have been identified for wayfinding: two wayfinding locations near Smith Point Roundabout, two at the West Marine Drive and Portway Street crossing, two at the West Marine Drive crossing near the Astoria-Megler Bridge, and one near the Motel 6 close to the Bridge along West Marine Drive.



Transit Stop Improvements

While this Plan does not guide current or future transit service, ensuring that access to transit and the facilities while waiting for transit are welcoming is an important topic among Uniontown community members. Amenities such as a bus shelter, a bench, lighting, a trash receptacle, and stop information are elements that were cited as needed improvements to current transit stops. These improvements would require coordination with Sunset Empire Transportation District. Four transit stops have been identified: eastbound and westbound on West Marine Drive at Portway Street and eastbound and westbound on West Marine Drive near the Astoria Fire Station.





Potential Off-Street Parking

The land use alternative addresses off-street parking regulations, but discussion among the public and City staff led to the community's interest in creating public parking areas in unused or underutilized lots. Off-street parking can be an additional expense for developers and at times a barrier for new development or redevelopment projects. To ensure ample parking availability, one solution is to create public parking lots in unused lots or in currently underutilized parking areas. Off-street parking lots shall be created to replace lost on-street parking before any lane configurations are constructed that would reduce on-street parking. Any new parking lot should be in close proximity to the area where the on-street parking was lost.

Utility Relocation

The Uniontown Reborn Master Plan does not commit to burying utility lines, but the community has indicated that clearing space to create accessible sidewalks and pathways for all pedestrians is important for future of Uniontown. Relocating utility poles to achieve more accessible walkways could be possible, as well as consolidating utility lines to lessen the number of walkway obstructions. City design standards and funding efforts will determine the ultimate feasibility and potential locations for these efforts in more detail. Burying of utility lines is encouraged when feasible.

Gateway Opportunities

The Uniontown Reborn Master Plan is intended to create a "Great Pacific Northwest Gateway to Astoria," and one element of this Plan is to consider physical gateway opportunities. Uniontown is often the first neighborhood people pass through as they enter into Astoria from the coast or from Washington and this improvement is an opportunity to create a gateway that embodies Uniontown's working waterfront history. Two gateway locations to be considered are located at the Smith Point Roundabout and the Astoria-Megler Bridge toll plaza.



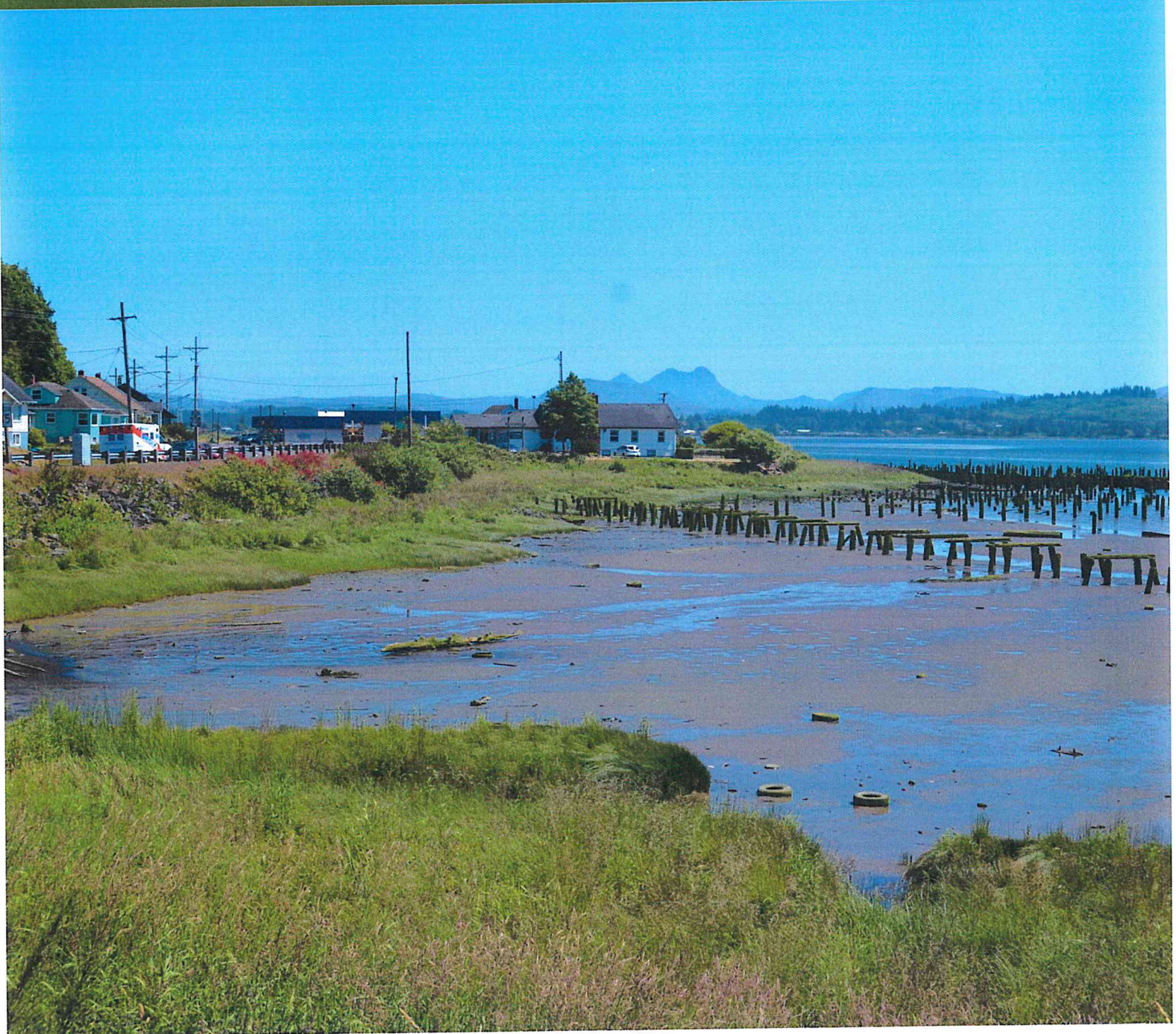
Smith Point Roundabout Gateway Concept



Astoria-Megler Bridge Toll Plaza Gateway Concept



APPENDICES





Appendix A: Comprehensive Plan and Development Code Amendments

Appendix B: Stakeholder Interview Summary Memorandum

Appendix C: Property and Business Owner Survey Summary Memorandum

Appendix D: Plan Assessment Memorandum

Appendix E: Land Use Conditions Memorandum

Appendix F: Baseline Transportation Conditions Memorandum

Appendix G: Methodology and Assumption Memorandum

Appendix H: Economic Conditions Memorandum

Appendix I: Evaluation Criteria Memorandum

Appendix J: Land Use and Transportation Alternatives Memorandum

Appendix K: Preferred Land Use and Transportation Alternatives Memorandum

Appendix L: Implementation Measures Memorandum

Appendix M: Summary of STAC Meetings and STAC Roster

Appendix N: Summary of Public Events

Appendix O: 2013 Astoria Transportation System Plan

Appendix P: 2013 Astoria Transportation System Plan Amendments



APPENDIX A: Comprehensive Plan and Development Code Amendments



APPENDIX P: 2013 Astoria Transportation System Plan Amendments

The following list shows the amendments to be applied to the 2013 Astoria Transportation System Plan Volumes 1 and 2 once cost estimates are complete.

2013 Astoria Transportation System Plan Volume 1 Amendments

- Revise Appendix 2 Content (page 3):
 - Add Uniontown Reborn Master Plan as Section P to the end of the Content list
- Revise Aspirational Projects text (page 19):
 - Revise text in first bullet to read “Astoria identified 40 driving projects that will cost an estimated \$xx million to complete.”
- Revise funding text (page 20):
 - Revise text in first paragraph, first sentence to read “Overall, Astoria identified 131 transportation solutions, totaling an estimated \$xx million worth of investments.”
- Revise Funding Gap text (page 21):
 - Revise text in first paragraph, second sentence to read “Unless additional funds are developed, Astoria will be expected to have a little over \$6.4 million to cover the \$xx million work of projects included in the aspirational scenario of the plan, meaning \$xx million work of projects would be unfunded.”
- Add project D40 to Figure 10: Planned Driving Solutions (page 30):
 - Project should be shown on the map as a “Planned Street Reconfiguration” (solid green line) between Columbia Avenue and the Smith Point Roundabout.
 - Project should be shown on the map as an “Aspirational Transportation System Project.” (white font)
 - Text in the legend should be updated to read “Aspirational Transportation System Project # (See TSP Volume 2, Sections A and P for more information.”

2013 Astoria Transportation System Plan Volume 2 Amendments

- Add Uniontown Reborn Master Plan as Section P in the appendix



JACOBS



DRAFT MEMORANDUM 8: IMPLEMENTATION MEASURES (DRAFT)

ASTORIA UNIONTOWN REBORN MASTER PLAN

Attention	Mike Morgan, City of Astoria
From	Jamin Kimmell and Matt Hastie, APG
Date	August 19, 2019 (Revised)
Copies to	Michael Duncan, ODOT

The purpose of this memo is to specify amendments to the City's Development Code, Comprehensive Plan, and Land Use and Zoning Map to implement the preferred land use alternative for the Astoria Uniontown Reborn Master Plan, as identified in Draft Memorandum #7.

The preferred land use alternative includes adoption of a new overlay zone for a portion of the plan area in order to implement the land use vision for this area. A draft of the Uniontown Overlay (UTO) zone is presented in this memo. The UTO zone establishes new requirements or modifies existing standards related to allowed uses, setbacks, landscaping, building height, and design standards and guidelines.

The UTO zone is modeled on two other overlay zones—Bridge Vista Overlay Zone (BVO) and the Urban Core Overlay Zone (UCO)—in order to ensure that a consistent set of standards and requirements are applied to achieve similar goals in different areas of the City. Both overlay zones are currently being amended or created, so there is a need to track these changes and align the standards across the overlay zones, where needed to ensure consistency among the zones and with current city policy direction. This draft of the UTO is based on the following versions of these zones:

- Bridge Vista Overlay Zone, as amended, adopted at the June 17, 2019 meeting of the Astoria City Council
- Urban Core Overlay Zone, draft amendments, dated April 16, 2019 (currently under review by City staff)

The revised and final versions of the UTO zone will be amended to align with these other overlay zones, as needed. This draft of the UTO zone includes placeholder graphics that will be replaced with more detailed graphics in the revised draft. There are also placeholders for section and figure numbers, which will be updated in the revised draft.

The Land Use and Zoning Map is proposed to be amended to include the boundaries of the UTO zone. The Comprehensive Plan is proposed to be amended to include background information on the plan and implementing policies.

ORDINANCE NO. __-

AN ORDINANCE AMENDING THE ASTORIA DEVELOPMENT CODE PERTAINING TO IMPLEMENTATION OF THE ASTORIA UNIONTOWN REBORN MASTER PLAN

THE CITY OF ASTORIA DOES ORDAIN AS FOLLOWS:

Section 1. Astoria Development Code Sections 14.____ to 14.____pertaining to Uniontown Overlay Zone is hereby added to read as follows:

“UTO: UNIONTOWN OVERLAY ZONE

14.____ PURPOSE.

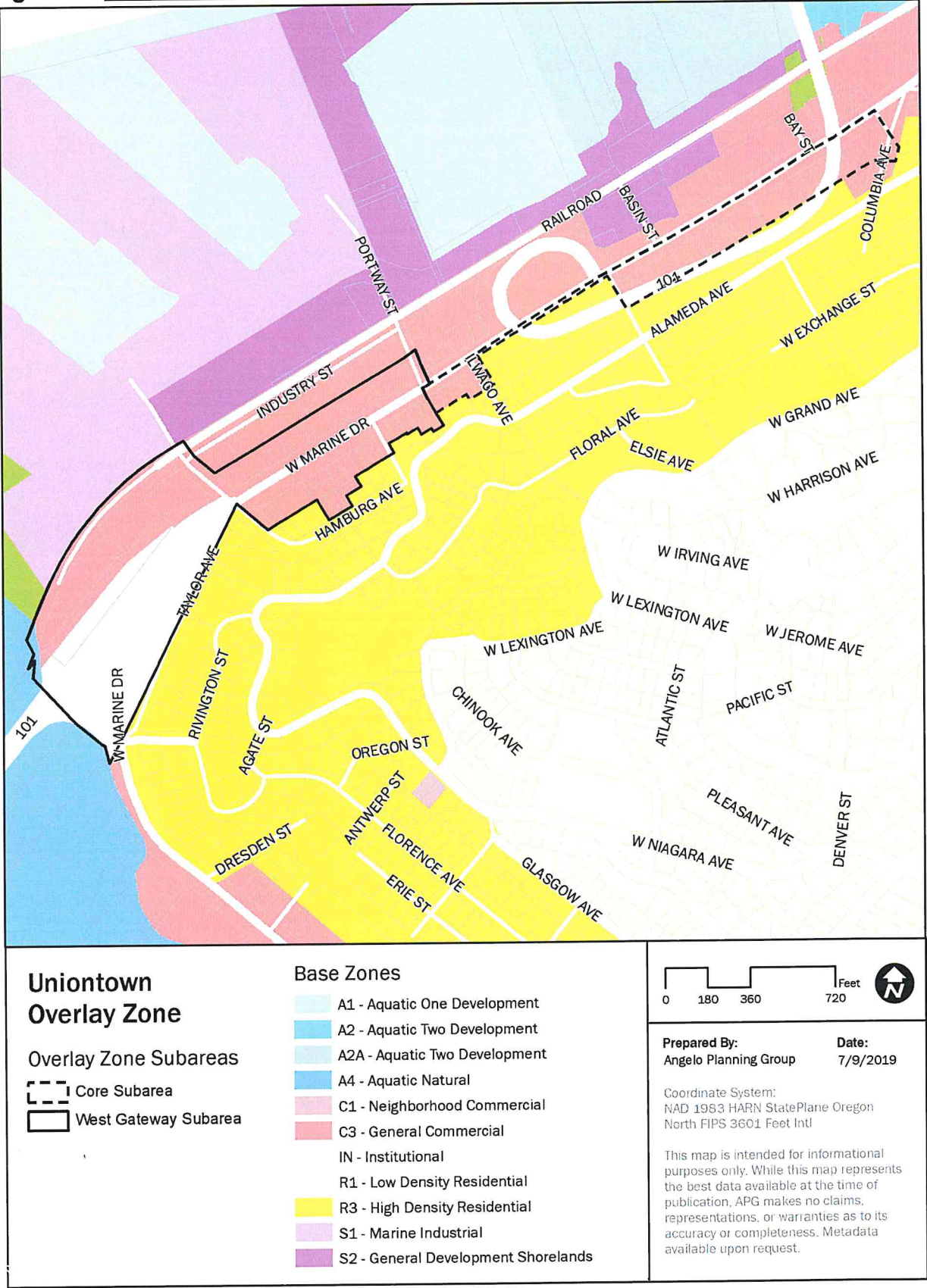
The purpose of the Uniontown Overlay Zone is to implement the land use principles of the Astoria Uniontown Reborn Master Plan, dated *[plan adoption date]* and address policy direction from the Astoria Planning Commission and City Council for this area. The Uniontown Overlay (UTO) Zone is intended to meet and balance multiple objectives, including creating an attractive western gateway into the City; developing a pedestrian-friendly commercial district; expanding the tree canopy and enhancing site landscaping; encouraging design of new or rehabilitated buildings that respects the character of the City and the Uniontown-Alameda National Register Historic District; and allowing a mix of uses that support a vibrant commercial corridor, new investment, and employment opportunities. The boundaries of the UTO Zone are depicted on the City's Zoning Map.

14.____.____ APPLICABILITY AND REVIEW PROCEDURES.

A. Applicability

The provisions in Sections 14.____ to 14.____ apply to all uses in all areas of the Uniontown Overlay Zone unless indicated otherwise in the code.

Figure 14. _____-1: Overlay Zone Boundaries and Subareas



The provisions of the Uniontown Overlay Zone shall apply to all new construction or major renovation, where "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure, unless otherwise specified by the provisions in this Section. Applications in the Uniontown Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14. _____ -14. ____ [all following sections of the UTO Zone].

B. Historic Design Review

When a development proposal is required to be reviewed by the Historic Landmarks Commission due to its proximity adjacent to a designated historic building, structure, site, or object, the Historic Landmarks Commission shall include review of the Uniontown Overlay sections relative to historic compatibility. If the proposed development is not "adjacent" to a historic property (as defined in Section 1.400) and not subject to review by the Historic Landmarks Commission, then the historic review of the Uniontown Overlay Zone shall be completed by the Design Review Commission.

14. ____ PERMITTED USES.

The following uses and activities and their accessory uses and activities are permitted outright in the Uniontown Overlay Zone, in addition to uses permitted outright in the base zone identified in Article 2, and subject to the other appropriate development provisions of this Section.

1. Existing motels and their expansion and reconstruction if destroyed.
2. Dwellings in a new or existing structure:
 - a. Located above or below the first floor with commercial facilities on the first floor of the structure.
 - b. Located in the rear of the first floor with commercial facilities in the front portion of the structure.
3. Light manufacturing with a retail component.
 - a. Facilities of maximum 2,000 square feet shall have a retail component of minimum 60 square feet;
 - b. Facilities greater than 2,000 square feet shall have a retail component of minimum 144 square feet.
4. Residential Home.
5. Residential Facility.

14.____. USES PROHIBITED.

A. West Gateway Subarea.

The following uses and activities and their accessory uses and activities are prohibited in the West Gateway Subarea (Figure 14.____-1) in the Uniontown Overlay Zone. Permitted uses are identified in the base zones in Article 2 and in Section 14.105.A of this ordinance.

1. Light manufacturing without a retail component.
2. Communication service establishment.
3. Construction service establishment.
4. Transportation service establishment.
5. Recycling establishment.
6. Wholesale trade or warehouse establishment.
7. Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses
8. Automotive sales.

B. Core Subarea.

The following uses and activities and their accessory uses and activities are prohibited in the Core Subarea (Figure 14.____-1) in the Uniontown Overlay Zone. Permitted uses are identified in the base zones in Article 2 and in Section 14.105.A of this ordinance.

1. Automotive sales and services.
2. Drive-through facilities.
3. Gasoline services stations.
4. Repair service establishment not allowed as an Outright Use.
5. Light manufacturing without a retail component.
6. Construction service establishment.
7. Communication service establishment.
8. Transportation service establishment.
9. Recycling establishment.
10. Wholesale trade or warehouse establishment.
11. Motel, hotel, bed and breakfast, inn or other tourist lodging facility and associated uses

14.____ DEVELOPMENT STANDARDS.

The following development standards apply to development in the Uniontown Overlay Zone.

A. Height.

1. Maximum building height is 35 feet except as noted in subsection (2) of this section.

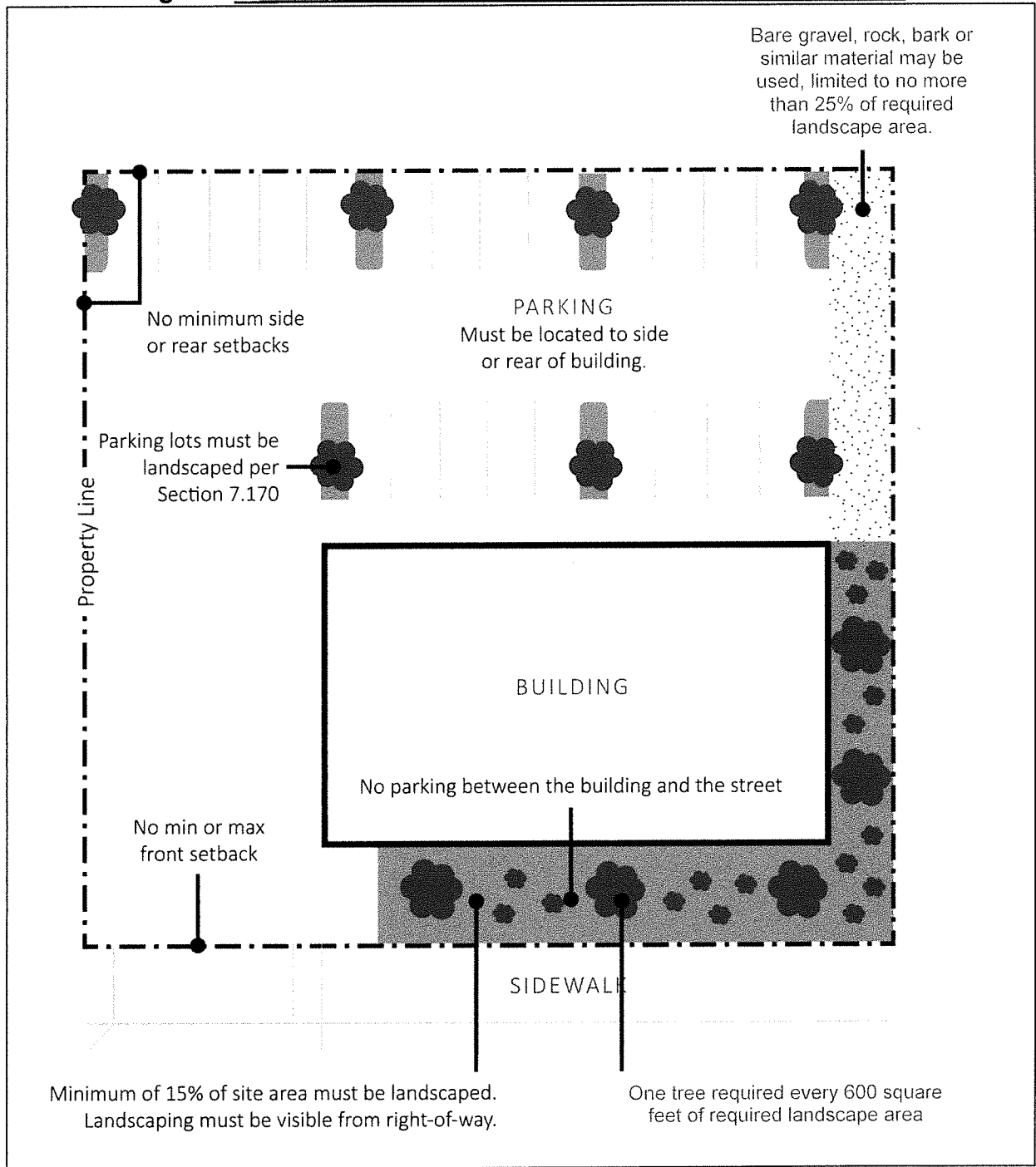
2. Building height up to 45 feet is permitted when building stories above 28 feet are stepped back at least 10 feet in accordance with Section 14._____. [stepback section].
3. Exceptions to building height restrictions may be granted through provisions in Section 3.075.

B. Setbacks.

Setback standards apply only to new development approved as of January 1, 2020 or additions to existing buildings.

1. West Gateway Subarea.
 - a. No minimum or maximum front setback standards apply to developments in the West Gateway Subarea.
 - b. Where buildings are set back from the street more than 5 feet, the setback area:
 - 1) Shall be landscaped according to the standards of Section 14._____. [landscaping standards section]; and/or
 - 2) Shall include a pedestrian walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space (see Figure 14._____-).
 - c. Adjacent to the River Trail.
 - 1) The minimum setback adjacent to the River Trail shall be 10 feet on the south side of the trail
 - 2) The setback area shall be landscaped according to the standards of Section 14._____. [landscaping standards section]; and/or shall include a pedestrian walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.

Figure 14.- : Building Setbacks in the West Gateway Subarea



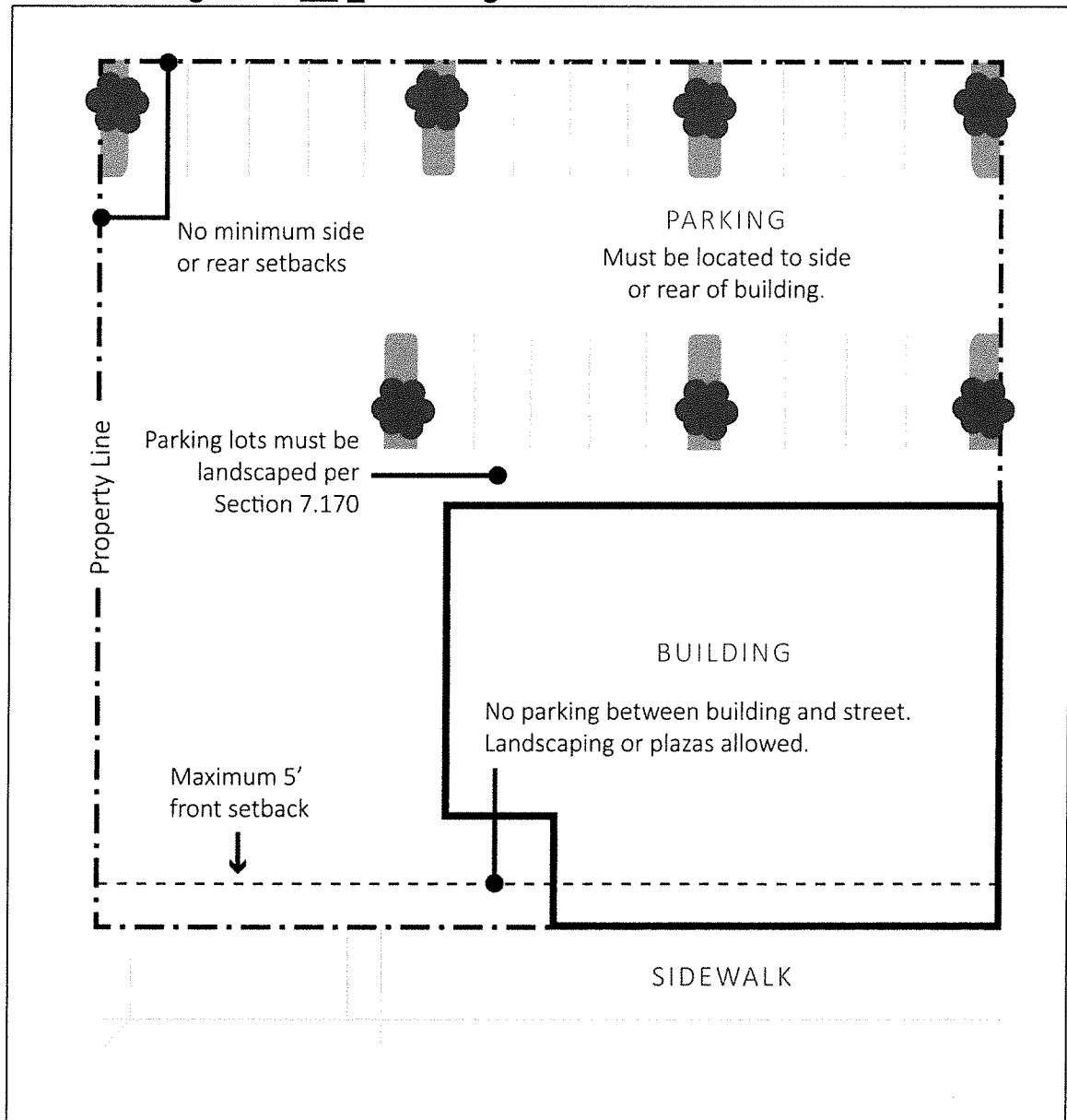
2. Core Subarea.

- a. The maximum setback for yards fronting W Marine Drive in the Uniontown Overlay Zone shall be five (5) feet (see Figure 14.____-).
- b. Allowed Extensions of Maximum Setbacks.

The maximum setback for yards fronting a public right-of-way in the Uniontown Overlay Zone may be extended to 20 feet for up to 50% of the

building facade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.

Figure 14.____-__: Building Setbacks in the Core Subarea



C. Stepbacks.

1. Purpose.

The purpose of a stepback is to allow for less obstructed views from above the building and to create a less imposing building scale as viewed from the right-of-way or parallel/adjacent trail. A stepback is also designed to allow more light down to the adjacent or fronting right-of-way, sidewalk, or trail.

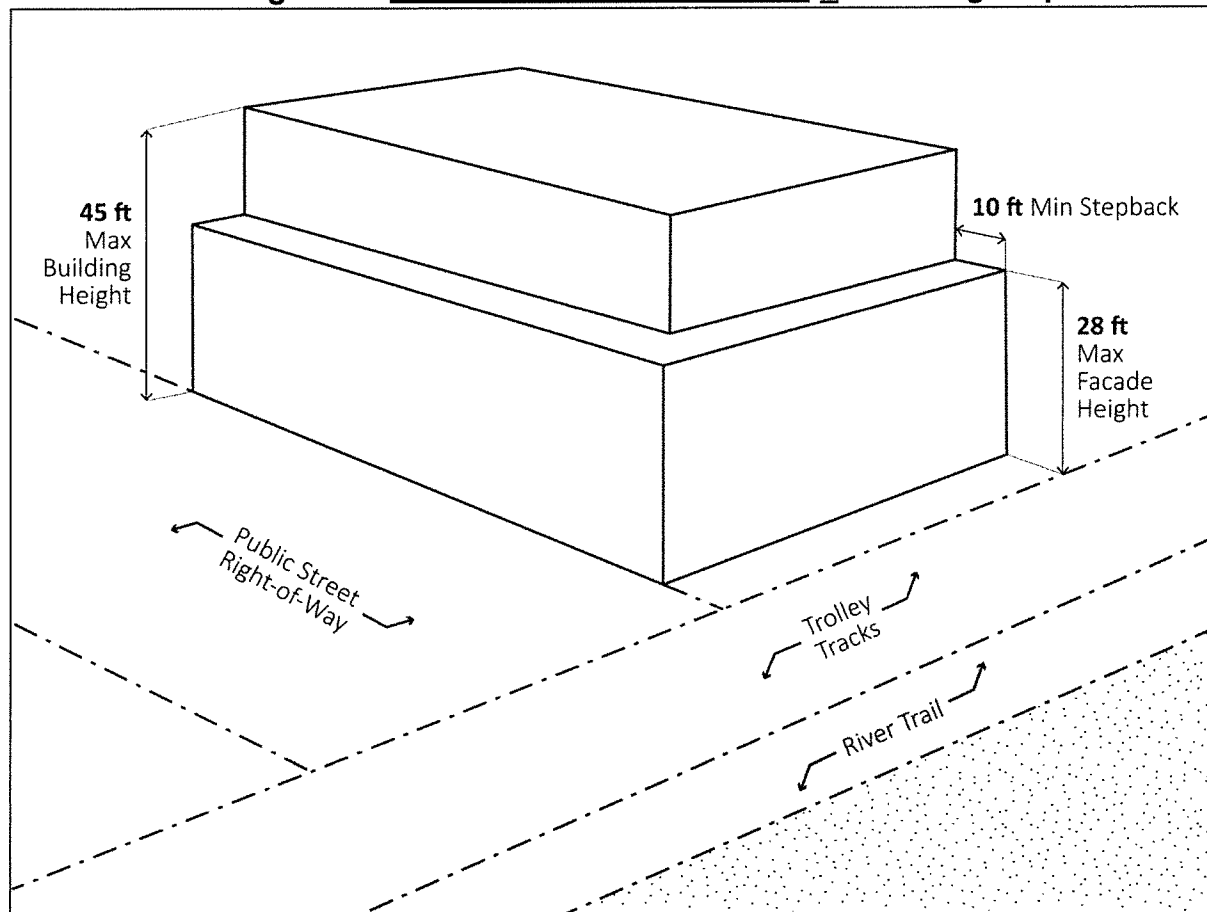
2. Additional Building Height.

Where the height of a building or building addition is proposed to exceed 35 feet, at least that portion of the building exceeding 28 feet or two stories, whichever is less, shall provide a stepback of at least 10 feet from the plane of the proposed building or building addition that faces the right-of-way or River Trail (see Figure 14.____-).

Balcony railings constructed to a maximum height of 28' are not encroachments when the building facade above the top of rail is stepped back 10'.

For construction adjacent to the River Trail, balconies and/or fixed awnings shall not encroach into the required 10-foot stepback area; buildings shall be stepped back further in order to accommodate balconies and/or fixed awnings.

Figure 14.____- : Building Stepbacks



14.____ UNDERGROUND UTILITIES

This provision shall apply only to utility lines to be installed for new construction. Utility lines, including, but not limited to, electricity, communications, street lighting and cable television, shall be required to be placed underground. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets may be placed above

the ground, and shall be screened by sight obscuring fences and/or dense landscape buffers. The Design Review Committee may waive the requirements of this section if topographical, soil, or other conditions make such underground installations or screening of above ground equipment unreasonable or impractical. The applicant shall make all necessary arrangements with the serving utility or agency for underground installations provided hereunder; all such installations shall be made in accordance with the tariff provisions of the utility, as prescribed by the State Public Utilities Commission.

14. _____ DESIGN STANDARDS AND GUIDELINES

A. Applicability and Review.

The following design standards and guidelines apply to all new construction or major renovation, where "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure. Applications in the Uniontown Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14. _____ -14. _____ *[all sections of the UTO Zone except for the first two sections].*

Some of the following design standards and guidelines apply to all uses. Other standards and guidelines are differentiated by non-industrial uses and industrial uses. For the purposes of these Sections, industrial uses include the following as further defined in Section 1.400 of the Development Code:

1. Light manufacturing with a retail component.

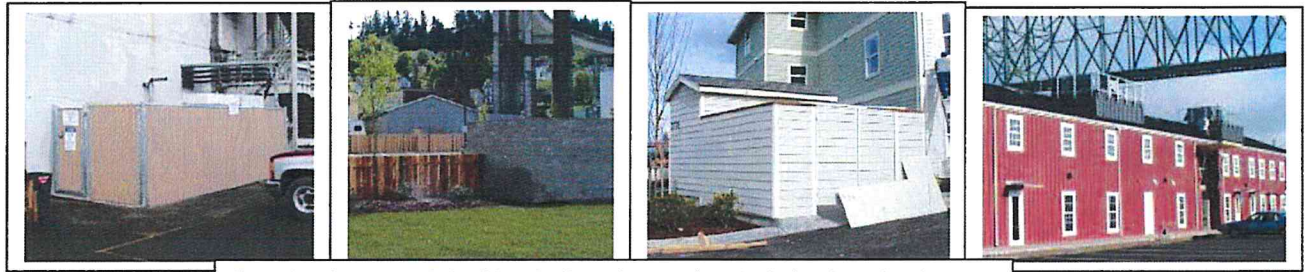
Non-industrial uses include all other uses that are permitted outright or conditionally in the C-3 zone in the Uniontown Overlay Zone.

B. Building Style and Form.

1. Standards for All Uses.

- a. Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.
- b. Solid waste disposal, outdoor storage, and utility and mechanical equipment shall be enclosed and screened from view (Figure 14. ____). A cover shall be required if screened items can be viewed from above. Rooftop equipment shall be screened from view by a parapet wall, a screen made of a primary exterior finish building material used elsewhere on the building, or by a setback such that it is not visible from adjacent properties and rights-of-way up to approximately 100 feet away. Also see Section 3.215, Outdoor Storage Areas and Enclosures.

Figure 14.____-_: Screening Waste Disposal, Outdoor Storage, and Utility/Mechanical Equipment

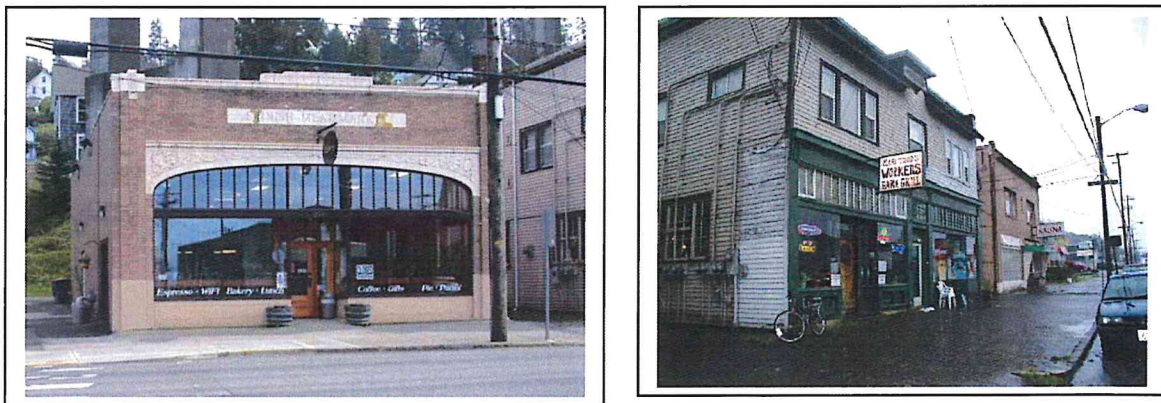


Examples of recommended solid waste disposal area and mechanical equipment enclosures.

2. Guidelines for All New Construction.

- a. The design of new construction should respect significant original characteristics, scale and massing of adjacent structures that are visible from the public right-of-way within three blocks of the development site. Buildings should be designed so that they are not substantially different in character from adjacent structures, in terms of size, mass, or architectural form. Also see Section 14.002.C, Resolving Conflicts within the Code.
- b. New construction should respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way within three blocks of the development site. Also see Section 14.002.C, Resolving Conflicts within the Code.
- c. Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 14.____-_).

Figure 14.____-_: Geometric Building Form



3. Guidelines for All Existing Buildings.

- a. Distinctive stylistic features or examples of skilled craftsmanship of existing buildings and/or structures proposed for renovation, alteration, and/or additions should be treated with sensitivity. All

buildings should be respected and recognized as products of their time.

- b. Renovations, alterations, and/or additions to existing buildings should respect significant original characteristics of adjacent structure scale and massing for the entire structure, and should be designed so that they are not substantially different in terms of size, mass, or architectural form. Also see Section 14.002.C, Resolving Conflicts within the Code.
- c. Renovations, alterations, and/or additions should retain and/or respect significant original characteristics of the existing structure composition and material, for the entire structure. Also see Section 14.002.C, Resolving Conflicts within the Code.
- d. Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 14.____-__).
- e. Mid-century “slip covers” which are not part of the original historic design should be removed when possible.
- f. Incompatible additions or building alterations using contemporary materials, forms, or colors on building facades are discouraged.

4. Standards for Non-Industrial Uses.

a. Facade Variation.

All non-industrial buildings shall incorporate design features such as offsets, balconies, projections, window reveals, or other similar elements to preclude large expanses of uninterrupted building surfaces in areas which are visible to the public. Design features shall occur at a minimum of every 30 feet for all building facades visible from a public right-of-way or River Trail. (Figure 14.____-__)

The facade shall contain at least two (2) of the following features:

- 1) Recess (e.g., deck, patio, courtyard, entrance, or similar feature) that has a minimum depth of six (6) feet;
- 2) Extension (e.g., floor area, deck, patio, entrance, or similar feature) that projects a minimum of two (2) feet and runs horizontally for a minimum length of four (4) feet;
- 3) Offsets or breaks in roof elevation of two (2) feet or greater in height;
- 4) Outdoor seating area, plaza, or other interactive landscaped area adjacent to the building that is specifically identified

and/or covered, and approved by the review authority; and/or

- 5) Other similar facade variations approved by the review authority.

Figure 14.____-__: Facade Variation

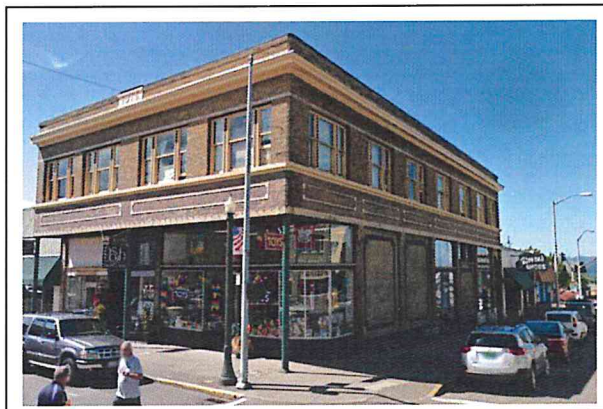


- b. Base, Middle, and Top of Building.

All non-industrial buildings shall have a clear and distinct base, middle and top to break up vertical mass (Figure 14.____-__). All facades visible from a right-of-way or River Trail shall utilize horizontal bands and/or changes in color, material, form and/or pattern to differentiate the base, middle, and top of the building, subject to the following requirements:

- 1) Horizontal bands or other changes in pattern or material shall be a minimum of 8 inches high (the length of a standard brick) and shall project a minimum of one (1) inch from the building face.
- 2) Changes in building massing and form may also be used to differentiate a building's base, middle, and top. This may include architectural setbacks or projections, measuring a minimum of 3 inches.

Figure 14.____-__: Base, Middle & Top of Building



c. Parking Location.

Parking and vehicle maneuvering areas shall not be located between the front building facade and the front property line, or between a building facade facing the River Trail and the property line adjacent to the River Trail.

Parking shall be permitted between a building and an interior lot line that is not a rear lot line, provided the following standards are met:

- 1) Where surface parking or maneuvering areas are located adjacent to a right-of-way or the River Trail, a minimum 5-foot-wide landscaped strip shall be provided between the parking and maneuvering area and the right-of-way or River Trail. The landscaped strip shall be planted with trees spaced not more than 30 feet on center and with a mix of shrubs and ground cover. Additional standards for landscaping in parking areas are found in Section 3.120, 7.170, and 14.120.B.45.
- 2) Parking and maneuvering areas, including accessways and driveways, must not exceed 40 percent of a lot frontage.

4. Guidelines for Non-Industrial Uses

a. Compatibility with Historic Buildings.

- 1) The massing, scale, and configuration of non-industrial buildings should be similar to historic structures that are visible from the public right-of-way within three blocks of the development site.
- 2) Non-Industrial buildings should be compatible with the vertical proportions of historic facades and the simple vertical massing of historic structures that are visible from the public right-of-way within three blocks of the development site.
- 3) The location, size, and design of windows and doors in non-industrial buildings should be compatible with historic structures visible from the public right-of-way within three blocks of the development site.
- 4) Development should be designed so that structures are not substantially different in character from adjacent buildings, in terms of size, mass, or architectural form.

C. Roof Form and Materials.

1. Roof Form Standards for All Uses.

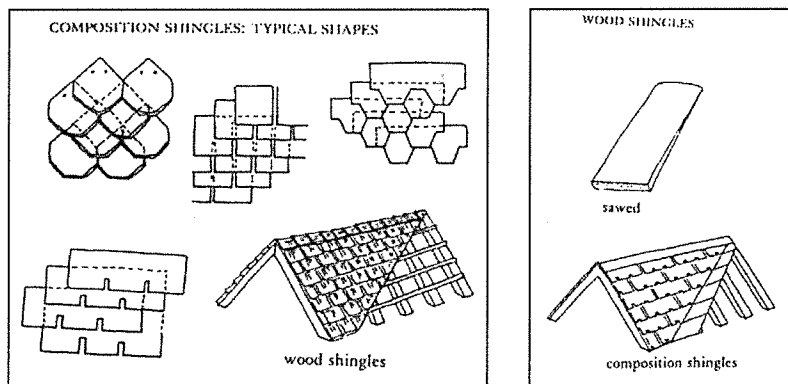
The following roof forms are prohibited:

- a. False mansard or other applied forms; and
- b. Dome skylights.

2. Roof Materials Standards for All Uses.

- a. Buildings shall be constructed or reconstructed with one of the following roofing materials:
 - 1) Cedar shingle (Figure 14.__- __);
 - 2) Composition roofing (Figure 14.__- __); or
 - 3) Materials cited in Section 14.____(C.4) or Section 14.__(C.6).

Figure 14.__- __: Roofing Materials



- b. The following roofing materials are prohibited for all types of buildings:
 - 1) High profile standing seam metal roof (Figure 14.____- __); and
 - 2) Brightly colored roofing material.

Figure 14.__- __: Low (3/8" x 1") and High (1/4" x 1-1/4") Roof Seams



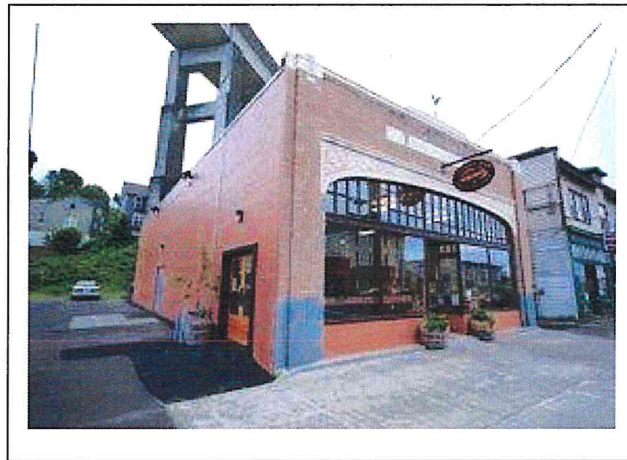
- c. Roofing materials shall be gray, brown, black, deep red, or another subdued color.

3. Roof Form Standards for Non-Industrial Uses

Buildings for non-industrial uses shall include one of the following roof forms:

- a. Single gable with low pitch; or
- b. Repetitive gable with steep pitch; or
- c. Flat or gable roof behind parapet wall (Figure 14.____ - ____).

Figure 14.____ - ____: Non-Industrial Building, Flat Roof Behind Parapet Wall



4. Roof Materials Standards for Non-Industrial Uses.

Buildings for non-industrial uses shall be constructed or reconstructed with one of the following roofing materials:

- a. Materials cited in Section 14.____(C.2); or
- b. Built-up roofing materials.

5. Roof Form Standards for Industrial Uses.

Buildings for industrial uses shall include the following roof forms:

- a. Single gable with low pitch; or
- b. Repetitive gable with steep pitch (Figure 14.____ - ____ and Figure 14.____ - ____); and
- c. Shallow eaves (Figure 14.____ - ____).

Figure 14.____- __: Roof Pitches

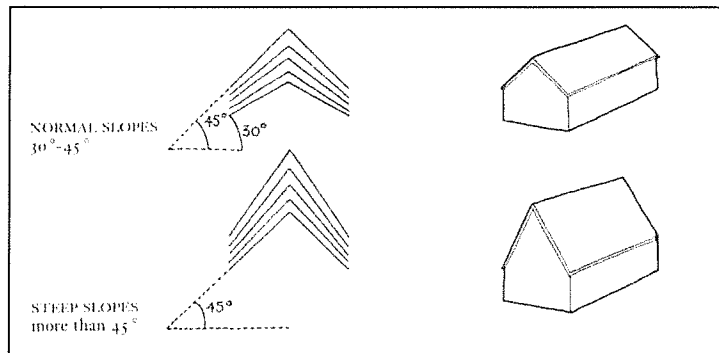
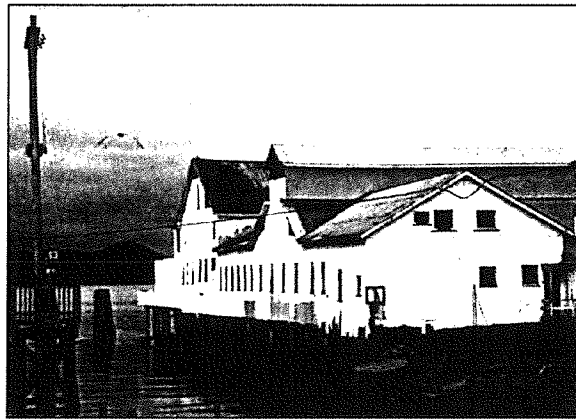


Figure 14.____- __: Industrial Building, Multiple Gables, Monitor Roof, and Shallow Eaves



6. Roof Materials Standards for Industrial Uses.

Buildings shall be constructed or reconstructed with one of the following roofing materials:

- a. Materials cited in Section 14.____(C.2); or
- b. Galvanized corrugated metal; or
- c. Low profile standing seam, metal roof (Figure 14.____- __); or
- d. Roll down.

7. Roof Form Guidelines for Non-Industrial Uses.

Buildings for non-industrial uses may also include the following roof forms or features:

- a. Structural skylights
- b. Shallow eaves behind parapet wall

8. Roof Form Guidelines for Industrial Uses.

Buildings for industrial uses may also include one or more of the following roof forms or features:

- a. Small shed roof dormers
- b. Monitor roof on ridge line (Figure 14.____ - __)
- c. Flat panel skylights or roof window

D. Doors.

1. Standards for All Uses.

The following types of doors and door treatments are prohibited:

- a. Automatic sliding doors;
- b. Primary entry doors raised more than three feet above sidewalk level;
- c. Doors flush with building facade;
- d. Clear anodized aluminum frames; and
- e. Reflective, opaque, or tinted glazing.

2. Guideline for All Uses.

Building lighting should emphasize entrances.

3. Standards for Non-Industrial Uses.

- a. Solid metal or wood doors with small or no windows are prohibited.
- b. Doors with a minimum of 50% of the door area that is glass are required.

4. Guidelines for Non-Industrial Uses.

- a. Doors should be recessed (Figures 14.__ - __ and 14.____ - __).
- b. Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged (Figure 14.____ - __).
- c. Well-detailed or ornate door hardware is encouraged (Figure 14.____ - __).
- d. Contemporary hardware should be compatible with the design of the door.

- e. Transom, side lites, or other door/window combinations are encouraged (Figure 14.____- ____).
- f. Doors combined with special architectural detailing are encouraged.
- g. Double or multiple door entries are encouraged (Figure 14.____- ____).

Figure 14.____- ____: Roll-Up Doors and Recessed Doors



Figure 14.____- ____: Recessed Doors, Contemporary Door Hardware, Single/Double Doors, Side Lites, and Transom Windows



E. Windows.

1. Coverage Standards for All Uses.

- a. All building facades visible from a public right-of-way or the River Trail shall have windows or other openings in the facade, except as noted in subsection (E.1.b) of this section. Blank walls on any facades visible from the right-of-way or River Trail for any type of use are prohibited.

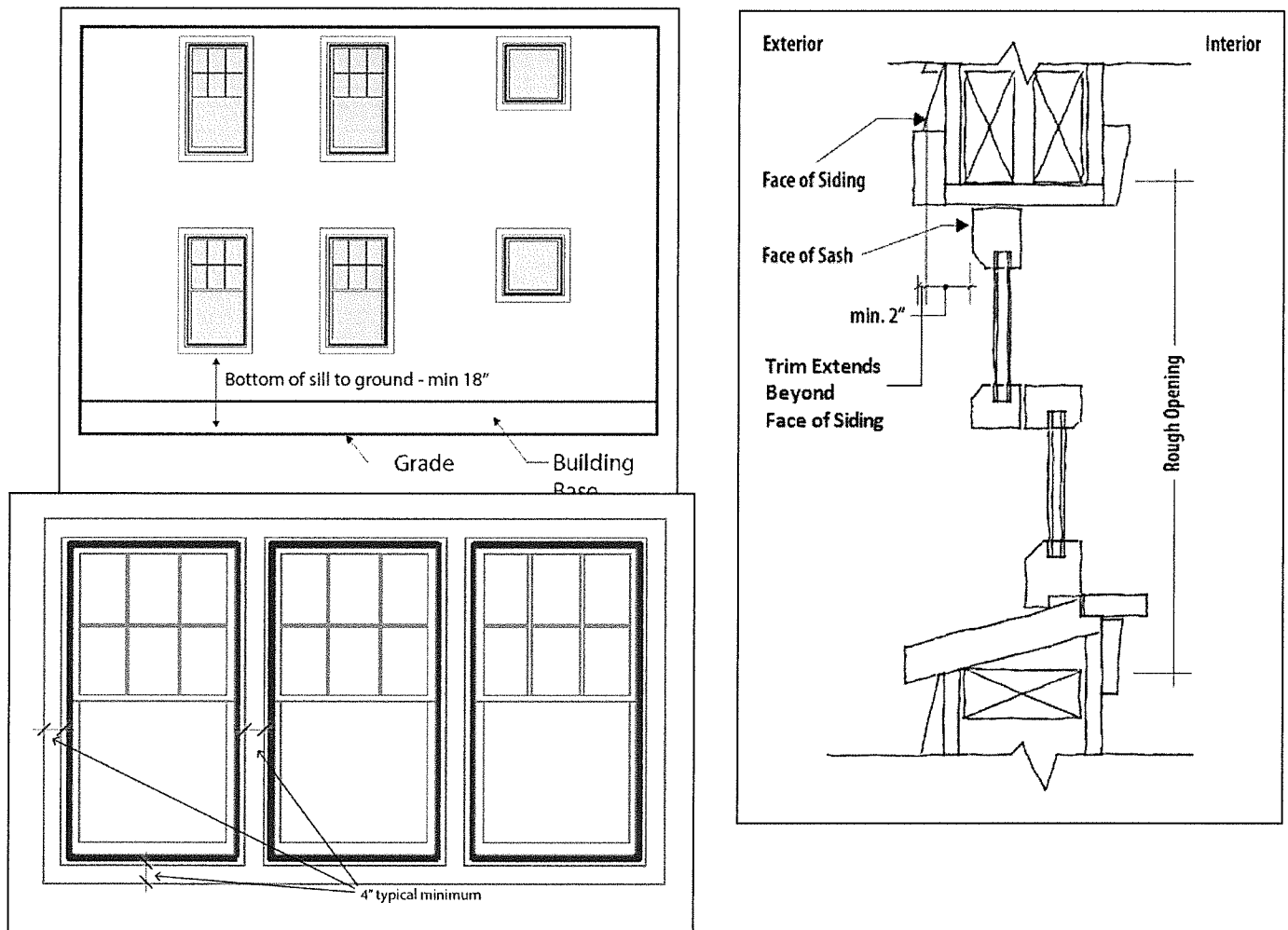
- b. Exception for elevator shafts.

An exception to the window coverage percentage standard may be allowed for the portion of a building facade that includes an elevator shaft with the inclusion of architectural detail / design features in amounts equal to the minimum window coverage requirement. Such architectural details shall include but not be limited to a change in material, horizontal projections, engaged columns or pilasters, belt course, moldings, clock, or other similar features to avoid blank walls.

2. Design Standards for All Uses.

- a. Window detailing. Windows shall have casings/trim, sills, and crown moldings. Window detailing shall meet the following requirements.
 - 1) Casings/trim shall have minimum dimensions of 5/4 inch x 4 inch and shall extend beyond the facade siding. Exceptions may be granted.
 - 2) Windows shall be recessed a minimum distance of two (2) inches from the facade siding surface to ensure a shadow line/effect.
 - 3) The bottom of the sill shall be a minimum of 18 inches above the ground or floor elevation.

Figure 14.____-_: Window Detailing – Trim and casement location and dimensions



b. Window types. Windows shall be one of the following types:

- 1) Ground floor windows that provide a view into the use, whether fixed or operable;
- 2) Upper story windows that open into the interior of the building;
- 3) Transom windows, fixed or operable, located above doors or windows directly below them;

c. The following types of windows or window treatments are prohibited:

- 1) Residential-styled window bays;
- 2) Half-round windows;

- 3) Tinted and/or reflective glass;
- 4) Sliding windows;
- 5) Vinyl windows; and
- 6) Blocked-out windows; and
- 7) Windows that extend beyond the plane of the building facade.

3. Design Guidelines for All Uses.

- a. Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities.
- b. Windows that open by pivoting, casement, single hung, or other shuttering are encouraged.
- c. Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 14.____- ____).
- d. Clear glass is encouraged.
- e. True divided lites are encouraged (Figure 14.____- ____). Simulated divided lites shall have exterior muntins to create exterior shadow lines.
- f. Boldly articulated window and storefront trim are encouraged.

Figure 14.____- ____: Transom Windows, Panels Below Windows, and True Divided Lites



4. Coverage Standards for Non-Industrial Uses.

- a. West Gateway Subarea.

At least 40% of the ground-floor facades of non-industrial uses visible from a right-of-way and/or River Trail shall be covered by windows. At least 30% of the upper-floor facades visible from a right-of-way and/or River Trail shall be covered by windows, except

as noted in subsection (c) of this section.

b. Core Subarea.

At least 50% of the ground-floor facades of non-industrial uses visible from a right-of-way and/or River Trail shall be covered by windows. At least 30% of the upper-floor facades visible from a right-of-way and/or River Trail shall be covered by windows, except as noted in subsection (c) of this section.

c. Exception for elevator shafts.

An exception to the window percentage may be allowed for the portion of a building facade that includes an elevator shaft with the inclusion of architectural detail / design features in amounts equal to the minimum window coverage requirement. Such architectural details shall include but not be limited to change in material, horizontal projections, engaged columns or pilasters, belt course, moldings, clock, or other similar features to avoid blank walls.

5. Coverage Standards for Industrial Uses.

- a. All facades of buildings for industrial uses in the Uniontown Overlay Zone that are visible from a public right-of-way and/or River Trail, and/or the Columbia River shall have windows. However, buildings for industrial uses are not subject to minimum window area requirements.
- b. Buildings for industrial uses are not required to have ground floor windows but shall have, at the least, clerestory or transom windows on the upper story facades or above a height of 14 feet.

F. Siding and Wall Treatment.

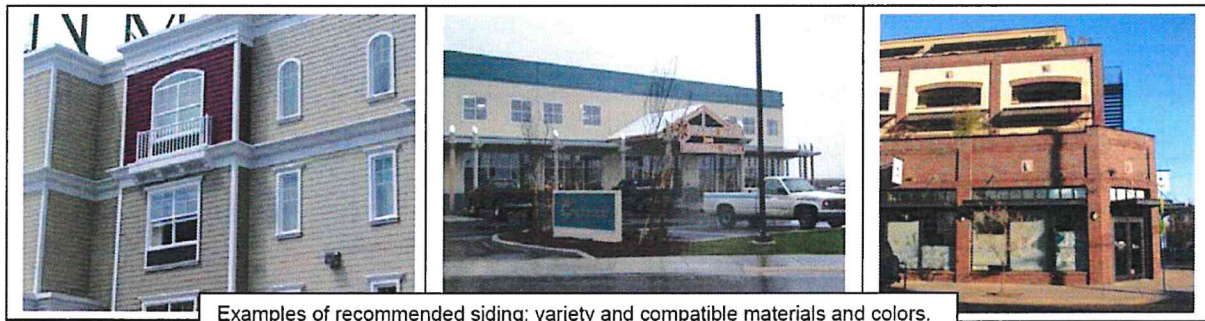
1. Standards for All Uses.

The following types of siding and wall materials and treatments are prohibited:

- a. Cladding materials such as corrugated metal panels or spandrel glass;
- b. Panels that are poorly detailed or do not have detailing;
- c. Neon or other fluorescent colors;
- d. Bright or primary wall colors for the entire wall surface;
- e. Flagstone, simulated river rock, or other similar veneer cladding;
- f. Painted brick; and

- g. Non-durable materials such as synthetic stucco or shingles at the ground floor.
 - h. Textured fiber cement siding. Smooth fiber cement siding is allowed.
2. Guidelines for All Uses.
- a. Variations in wall cladding materials and patterns consistent with historic patterns are encouraged (Figure 14.____-__).
 - b. Natural or subdued building colors are encouraged (Figure 14.____-__).
 - c. Bright colors may be used for accent trim, not to exceed 15% of the area of any facade.
 - d. Durable materials such as brick, stucco, granite, pre-cast concrete, board and batten, or horizontal wood siding should be used (Figure 14. - __). These materials include galvanized corrugated metal on buildings for industrial uses.
 - e. Architectural wall features such as belt courses, pilasters, and medallions are encouraged.

Figure 14.____-__: Siding Variety and Compatible Materials and Colors



G. Awnings.

- 1. Standards for Types of Awnings and Treatments.
 - a. Awnings over building entries shall be a minimum of 5 feet deep. Awnings over windows shall be a minimum of 3 feet deep. The bottom of all awnings shall be 8 to 12 feet above grade.
 - b. The following types of awnings and awning treatments are prohibited:
 - 1) Fixed “bubble shaped” awnings (Figure 14.____-__); and
 - 2) Awnings lit internally.
- 2. Guidelines for Types of Awnings and Treatments.

- a. Vinyl or other non-compatible material awnings are discouraged (Figure 14.____).

Figure 14.____ - ____: Prohibited and Discouraged Awning Types and Treatments



3. Standards for Awning locations Along River Trail and North/South Rights- of-Way.

Awnings are generally discouraged and shall not project into the setback and/or stepback areas.

H. Lighting.

1. Standards for Lighting Types and Treatments for All Uses.

The following lighting types or treatments are prohibited:

- a. Neon silhouette accent lighting;
- b. Fluorescent tube lighting;
- c. Security spotlight;
- d. Signs lit by lights containing exposed electrical conduit, junction boxes, or other electrical infrastructure; and
- e. Up-lighting that shines into the sky or light that shines into other properties or rights-of-way.

2. Standards Regarding Lighting Glare for All Uses.

All uses shall comply with applicable lighting standards in Section 3.128.

3. Guidelines Regarding Wall-Washing Light.

Wall-washing lighting fixtures should be concealed and integrated into the design of buildings or landscape walls and stairways (Figure 14.____ - ____). Wall-washing lighting should be designed to minimize light directed upwards into the night sky.

4. Guidelines for Lighting Types and Treatments for Non-Industrial Uses.

The following lighting types or treatments are encouraged.

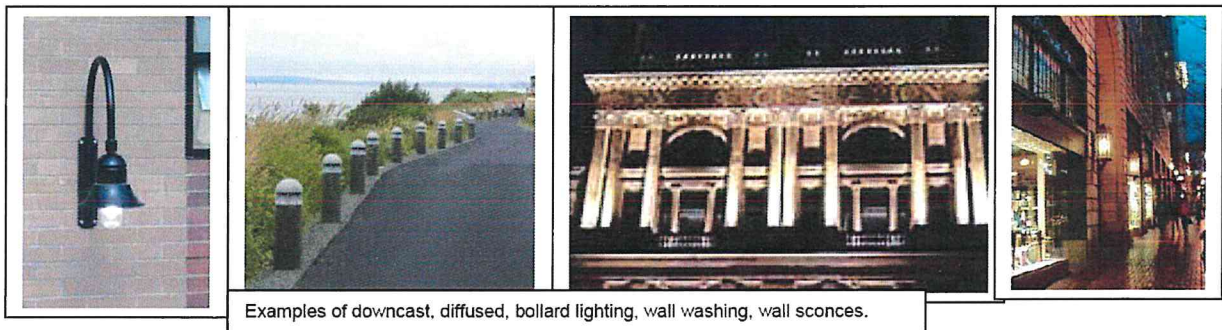
- a. Decorative lighting integrated with architecture.
- b. Historic street lamps along walks and parking lots.

5. Guidelines for Lighting Types and Treatments for Industrial Uses.

The following lighting types or treatments are encouraged.

- a. Industrial pan light with goose neck.
- b. Low bollard lighting.

Figure 14.____ - ____: Downward and Diffused Lighting, Wall-Washing Lighting



Examples of downcast, diffused, bollard lighting, wall washing, wall sconces.

I. Signs.

Signs in the Uniontown Overlay Zone are subject to the requirements in Article 8 (Sign Regulations) of the Astoria Development Code. The following additional standards and guidelines apply to signs in the Uniontown Overlay Zone.

1. Sign Standards for All Uses.

- a. Monument signs (Figure 14.____ - ____) are allowed up to a maximum of 32 square feet.
- b. Monument signs shall be a maximum of five (5) feet tall.
- c. Monument signs shall be constructed from materials that are consistent with the historic character of the area, including wood, brick, stone, and metal.
- d. Freestanding pole-mounted signs are prohibited (Figure 14.____ - ____).

2. Sign Guidelines for All Uses.

The following sign types are encouraged.

- a. Hanging blade signs.
- b. Signs painted on building facade.
- c. Signs applied to building facade.
- d. Front lit.
- e. Graphics historic in character.

Figure 14. __-__: Monument Signs and Freestanding Pole-Mounted Signs



14. __. LANDSCAPING.

Landscaping is required in the Uniontown Overlay Zone in accordance with the provisions in this Section and those in Sections 3.120 to 3.125, and 7.170. The provisions in this Section apply to new construction or exterior renovations with a value of at least 20% of the assessed value of the structure, or in the event of installation of new parking areas.

A. Minimum Landscaped Area.

1. West Gateway Subarea.

- a. A minimum landscaped area of 15 percent of the total lot area shall be provided in the West Gateway Subarea in accordance with according to the standards of Section 14. __-__ [landscaping standards section].
- b. Landscape areas must be visible from the public right-of-way and/or River Trail to count toward the minimum landscape area requirement.

2. Core Subarea.

No minimum landscaped area shall be required in the Core Subarea. Parking lots shall be landscaped in accordance with Section 7.170 and Section 3.105 through 3.120.

B. Landscape Standards.

Where landscaping is provided, the following minimum planting and coverage standards shall apply. These standards apply in addition to the landscaping standards of Section 3.105 and Section 3.125.

1. One (1) tree shall be provided for every 600 square feet of required landscaped area.
2. One (1) evergreen shrub having a minimum mature height of 48 inches shall be provided for every 400 square feet of required landscaped area.
3. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 75 percent at maturity.
4. Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover not more than 25 percent of any landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.
5. Adjacent to the River Trail - Land Side or Upland Standards

The following standards apply to landscaping along the frontage of parcels abutting the River Trail to the south.

- a. Maximum spacing of trees.
 - 1) 20 feet on center for non-industrial uses
 - 2) 15 feet on center for industrial uses
 - b. Maximum spacing of shrubs
 - 1) Five (5) feet on center for non-industrial uses
 - 2) Three (3) feet on center for industrial uses
 - c. Ground cover landscaping is required in between shrubs and trees.
 - d. Trees shall not exceed 35 feet in height at maturity
6. Landscaping Credits for Non-Vegetation Features.
- a. The Community Development Director may approve non-vegetative features to account for up to 25% of required landscaping when the features consist of the following:
 - 1) Hardscaped pedestrian-oriented areas (e.g., courtyards, plazas); and/or

2) At least one of the following amenities meeting the City approved design within the public right-of-way:

- (a) bike rack
- (b) bench
- (c) table
- (d) drinking fountain
- (e) directional or interpretive/information signage
- (f) trash or recycling container
- (g) lighting
- (h) restroom

Permeable paving and other stormwater management techniques are encouraged in the design of these areas.

- b. An application proposing more than 25% of required landscaping be credited by non-vegetative features is subject to approval in accordance with procedures in Article 9 and Article 12.
- c. Non-vegetative features allowed in the public right-of-way in lieu of required landscaping shall be maintained by the applicant. There shall be a maintenance agreement or other City approved agreement. Failure to maintain or loss of the non-vegetative feature will result in the requirement for installation of the landscaping in accordance with the Code at the time of the loss.

C. Street Trees.

Street trees shall be planted within the right-of-way along both sides of the street on all streets in the Uniontown Overlay Zone in accordance with the provisions in this Section _____.

- 1. Spacing should be 30 feet on center, depending on species and branching habit.
- 2. Minimum size of deciduous trees should be 2" caliper, with an upright form.
- 3. Mature branching height should be a minimum of 15 feet.
- 4. Required street trees shall be maintained by the adjacent property owner and/or other identified entity. There shall be a maintenance agreement or other City approved agreement.

14.____. OFF-STREET PARKING.

In the Uniontown Overlay Zone, the following provisions apply to parking requirements established in Article 7 of this Code.

A. Reductions.

Minimum number of parking spaces required in Section 7.100 may be reduced by 50% or by 10 spaces, whichever is less, for uses with less than 5,000 square feet of gross floor area. Reductions meeting these requirements shall be processed as a Type I Administrative Permit.

B. Exceptions.

Exemptions from minimum number of parking spaces required in Section 7.100 are permitted under the following conditions:

1. Existing buildings that cover the majority area of the site with insufficient open area for off-street parking spaces; and/or
2. Building expansions of 10% or less which do not decrease available off-street parking spaces on the site; and
3. Exemptions shall be processed as a Type I Administrative Permit. Exceptions from off-street parking that do not meet the above criteria shall be processed as a Variance in accordance with Article 12.

Section 2. Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE COMMON COUNCIL THIS ____ DAY OF _____, 2019.

APPROVED BY THE MAYOR THIS ____ DAY OF _____, 2019.

ATTEST:

Mayor

Brett Estes, City Manager

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Commissioner Rocka
 Brownson
 Herman
 West

Mayor Jones

ORDINANCE NO. __-

AN ORDINANCE AMENDING THE ASTORIA COMPREHENSIVE PLAN PERTAINING TO ADOPTION OF THE ASTORIA UNIONTOWN REBORN MASTER PLAN AS A BACKGROUND PLAN AND STUDY AND IMPLEMENTATION POLICIES

THE CITY OF ASTORIA DOES ORDAIN AS FOLLOWS:

Section 1. Astoria Comprehensive Plan Section CP.028.K pertaining to Uniontown Reborn Master Plan is hereby added to read as follows:

"K. Astoria Uniontown Reborn Master Plan, adopted by the City Council on **** by Ordinance No. **.

Section 2. Astoria Comprehensive Plan Section CP.028.L pertaining to Uniontown Reborn Master Plan addendum to the Astoria Transportation System Plan, adopted by the City Council on April 21, 2014 by Ordinance 14-02, is hereby added to read as follows:

"L. Uniontown Reborn Master Plan Addendum to the 2014 Astoria Transportation System Plan, adopted by the City Council on **** by Ordinance No. **."

Addendum document attached and incorporated as part of this Ordinance.

Section 3. Astoria Comprehensive Plan Section CP.037 pertaining to Port-Uniontown Overlay Area is hereby amended to read as follows.

CP.037. Port-Uniontown Overlay Area.

~~The Port-Uniontown Overlay Area is generally located along the west Astoria Waterfront. The District boundaries generally extend from Youngs Bay to Portway Street, and the properties fronting on the south side of Industry Street to the Columbia River pierhead line. the Smith Point Roundabout to the Columbia/Bond intersection, from properties fronting on the south side of West Marine Drive (US 101/US 30) to and including the Columbia River. The exact area is shown in Figure 1.2, and was originally created to coincide with the boundaries of the Astor-West Urban Renewal Area, created in late 2002, but was reduced in area when the Uniontown Overlay Area was created in 2019.~~

~~The Port-Uniontown Overlay Area is defined by the Columbia River waterfront and Port of Astoria West Marine Drive. Existing uses associated with the riverfront include Port of Astoria operations, three piers, and offices, other marine industrial sites, seafood processors, log export, a marina, a hotel, and the River Trail shared-use path. Existing uses associated with West Marine Drive feature a mix of single and multi family residences, commercial services (including gas stations, bars and restaurants, hotels, and a market), and institutional uses such as a fire station and an ODOT facility.~~

Between the years of 2001 and 2006, areas of the Port-Uniontown Overlay Area (an area that included both the Port Area and the Uniontown Overlay Area) were the subject of a series of planning efforts by the Port of Astoria. These earlier plans divided the waterfront into two districts: the western industrial-oriented Marine Service Center District and the eastern visitor and

recreation-oriented Marina District. They envisioned development of a conference center in conjunction with the existing motel site (400 Industry), which, in part, spurred the formation of the Astor-West Urban Renewal Area. The Port/Uniontown Transportation Refinement Plan was adopted by Ordinance 07-01 on February 20, 2007.

The Astor-West Urban Renewal Plan, adopted in December 2002, was created to support redevelopment of former industrial sites within Uniontown, development of a conference center, and transportation and recreation improvements including extending the River Trail, reconstructing trolley tracks, building streets for more connectivity, and enhancing streetscapes with lighting, seating, and landscaping. The Port-Uniontown City of Astoria Comprehensive Plan CP.038 Area Descriptions, and Policies - 3 Transportation Refinement Plan, adopted in February 2007, developed transportation, access, and circulation improvements for roads and paths in the Overlay Area, with particular focus on West Marine Drive. The land use vision that evolved from the Refinement Plan process is was the basis for the Port-Uniontown Overlay Area. One of the Port-Uniontown Overlay Area Policies was to “develop a set of design standards for the Port-Uniontown Overlay Area that address building massing and orientation, architecture, access and parking, streetscape, landscaping and other elements.” In 2018-2019, the City went through a new planning process to develop the Uniontown Reborn Master Plan which would address similar issues in a more confined area. This Plan included a portion of the area previously known as the Port-Uniontown Overlay Area. With its adoption in 2019, the remaining portions of the Port area not included in this new Master Plan were redefined as the Port Area.

~~The Port Uniontown Overlay Area is comprised of eight subdistricts with distinct character largely reflected in their names. The first two subdistricts are waterfront subdistricts identified in earlier plans, and the other six subdistricts focused around West Marine Drive were products of the visioning process conducted for the Port/Uniontown Transportation Refinement Plan. The eight subdistricts include:-~~

- ~~1. Marine Service Center District~~
- ~~2. Marina District~~
- ~~3. Tourist/Visitor Oriented District~~
- ~~4. Neighborhood/Visitor Services District~~
- ~~5. Marine Services/Industrial District~~
- ~~6. Neighborhood Corridor District~~
- ~~7. Gateway/Open Space District~~
- ~~8. Highway Corridor District~~

Section 4. Astoria Comprehensive Plan Section CP.038 pertaining to Port-Uniontown Overlay Area Policies is hereby amended to read as follows:

“CP.038. Port-Uniontown Overlay Area Policies.

1. Refer to shorelands/estuary, housing, parks and recreation, geologic hazards, and transportation policies.
2. Support redevelopment of former industrial sites and vacant and underutilized lots.
3. Provide improved safety and direct access to the River Trail for new developments.

4. Establish visual and physical linkages within and around the Port-Uniontown Overlay Area, with emphasis on the Columbia River waterfront.
 5. Enhance existing primary uses, such as Port of Astoria facilities, the marina, visitor services, open space, and trails.
1. ~~The City will use the vision established in the Port/Uniontown Transportation Refinement Plan (2007) to direct future development in the Port-Uniontown Overlay Area. The overall Comprehensive Plan Policies are to:~~
 - e. ~~Promote development that complements the surrounding areas of Downtown and the West End.~~
 - b. ~~Enhance existing primary uses, such as Port of Astoria facilities, the marina, visitor services, open space, trails, and small businesses and neighborhoods.~~
 - c. ~~Support redevelopment of former industrial sites and vacant and underutilized lots~~
 - d. ~~Stimulate development interest by establishing complementary surrounding land uses and quality development and design, and by improving transportation conditions through road construction and connections, circulation plans, and access management plans.~~
 - e. ~~Establish visual and physical linkages within and around the Port-Uniontown Overlay Area, with emphasis on the Columbia River waterfront.~~
 - f. ~~Create a pedestrian friendly environment through the District by increasing connectivity throughout the Port-Uniontown Overlay Area, orienting buildings toward adjacent streets and pathways, extending the River Trail, adding and improving sidewalks, and enhancing the streetscape with landscaping, human-scale lighting, seating, and other amenities.~~
 2. ~~The City will implement the Port-Uniontown Overlay Area element of the Comprehensive Plan through its Design Review process and amendments to the Development Code that provide design and development standards.~~
 3. ~~The City, through the Development Code, will develop a set of design standards for the Port-Uniontown Overlay Area that address building massing and orientation, architecture, access and parking, streetscape, landscaping and other elements. These standards will apply to development projects in the District as defined in the Development Code.~~
 4. ~~To the extent possible, the design and development standards are intended to be clear and objective so that most proposed development can be evaluated administratively. The Design Review Committee, created and enabled by the Development Code, will review appeals of administrative decisions and proposals that vary from the standards and yet may still embody the spirit of the Port-Uniontown Overlay Area.~~
 5. ~~The City encourages public and private owners in the Port-Uniontown Overlay Area, especially large landowners such as the Port of Astoria, to continue to participate and~~

~~collaborate with the City in implementing the objectives and visions established in the Port/Uniontown Transportation Refinement Plan.~~

Section 5. Astoria Comprehensive Plan Section CP.077 pertaining to Uniontown Overlay Area is hereby added to read as follows:

CP.077. Uniontown Overlay Area.

The Uniontown Overlay Area extends from Smith Point to Columbia Avenue for the properties fronting the south side of West Marine Drive, and from Smith Point to Portway Street for the properties fronting the north side of West Marine Drive. Located along the Columbia River, in the northwest corner of the City of Astoria, the Uniontown Neighborhood is both a gateway into the City and an important industrial and commercial activity center. The City's iconic 4.1-mile-long Astoria-Megler Bridge is located in Uniontown, which brings people across the Columbia River from Washington. People from the Oregon coast access Uniontown by crossing the New Young's Bay Bridge from the west. The historic past of a thriving cannery and seafood port is still apparent today in Uniontown with the location of the Port of Astoria along the waterfront.

The Uniontown Area It slightly overlaps with the West End General Land Use Area, an established residential neighborhood addressed in Sections CP.030 through CP.035. There is also overlap with the Uniontown-Alameda Historic District, placed on the National Register of Historic Places in 1988, which extends roughly from West Marine Drive south to West Exchange Street and between Hull Avenue on the west and Hume Avenue on the east. The Area is adjacent to the Astoria Riverfront Vision Plan "Bridge Vista" area which extends along the Riverfront from Pier 1 to approximately 2nd Street. However, the Uniontown Overlay zone does not overlap with the Bridge Vista Overlay zone.

In 2018-2019, the City went through a planning process to develop the Uniontown Reborn Master Plan which was adopted by the City Council on ****. This Plan included a portion of the area previously known as the Port-Uniontown Overlay Area. With its adoption in 2019, the portions of the Port area not included in this new Master Plan were redefined as the Port Area. The Uniontown Reborn Master Plan focuses on the portion of West Marine Dr. from Smith Point to Bond St. in the City of Astoria. The area includes land adjacent to West Marine Dr. as well as land to the north and in the Port of Astoria that is designated for commercial, industrial, and mixed-use development.

A. The existing conditions in the area are summarized below:

1. Land Use Conditions:

The Uniontown area includes a diverse range of land uses. The existing land uses can be broadly categorized as industrial, commercial, and residential. The area includes a range of types of uses within these three categories, particularly commercial and industrial uses.

2. Economic Conditions:

Uniontown's economic conditions are based on both industrial employment and tourism-related and retail businesses. Housing affordability is a challenge for

Uniontown and preserving the historic character of the neighborhood is a top priority among the community.

3. Transportation Conditions:

West Marine Drive is a major, auto-oriented commercial corridor in Astoria, that runs right through Uniontown. High traffic volumes provide Uniontown with lots of visitors and people passing through daily, however. Sidewalks and bicycle facilities exist, but in spots they are narrow or uncomfortable to use. Transit service also exists along this corridor. As West Marine Drive moves east, closer to downtown Astoria, the transportation environment transforms into a more pedestrian friendly street.

Uniontown's historic character and central location are key attributes of the neighborhood, but due in part to a lack of a unifying vision and a coherent set of plans to guide public investments and support redevelopment activity, investment has not made its way into Uniontown like it has for other historic areas of Astoria.

The purpose of the Uniontown Reborn Master Plan is to better integrate transportation and land use planning and develop new ways to support economic development along with safety and access enhancements to improve conditions for pedestrians, bicyclists, transit users, and motorists. The project will lay the groundwork for design and construction of streetscape and lane reconfigurations improvements on West Marine Drive/U.S. 101, along with potential land use and development code refinements to foster community-supported future development.

The Uniontown Reborn Master Plan was developed through a process of identifying and considering multiple alternatives for land uses, transportation, and public improvements. The community and a Stakeholder and Technical Advisory Committee (STAC) provided input and weighed the alternatives against a set of evaluation criteria. The preferred alternative for the plan is summarized below.

B. The preferred alternatives for the Plan are summarized below.

1. Land Use Preferred Alternative.

The preferred alternative for land uses in the area focuses change along the West Marine Drive corridor. The alternatives vary across two subareas. The West Gateway Subarea extends from Smith Point to Portway Street on both sides of West Marine Drive. The plan envisions that this subarea will incrementally transition from an auto-oriented environment into a more pedestrian-oriented and walkable form. The Core Subarea extends from Portway Street to Columbia Avenue, on the south side of West Marine Drive. The plan envisions that the traditional urban pattern of this area will be preserved and strengthened as properties are improved and new buildings are added in the area. The land use alternative is implemented through the Uniontown Overlay zone, which modifies development code provisions related to use regulations, setbacks, landscaping, building height and massing, and design standards and guidelines.

2. Transportation Preferred Alternative.

The preferred alternative for transportation envisions that West Marine Drive would be reconfigured to create an environment that is more pedestrian- and bicycle friendly and a safer street with fewer motor vehicle accidents, while continuing to meet ODOT mobility targets. The alternative includes improvements to pedestrian and bicycle facilities, such as widening sidewalks and adding or upgrading bike lanes. The preferred transportation alternative does not designate specific transit enhancements but includes recommendations for providing safe and comfortable access to and from current and future transit stations.

3. Public Improvements Preferred Alternative.

Seven public improvements have been identified by the public to help achieve the vision for Uniontown. These additional improvements support the land use and transportation alternatives of the Plan and are important to creating a safer and more inviting neighborhood for both residents and businesses. The improvements include enhanced pedestrian crossings, lighting improvements, pedestrian and bicycle connections, wayfinding, transit stop improvements, potential off-street parking locations, and gateway opportunities.

Section 6. Astoria Comprehensive Plan Section CP.077 pertaining to Uniontown Overlay Area Policies is hereby added to read as follows:

CP.078. UNIONTOWN OVERLAY AREA POLICIES.

1. The City will implement the land use vision and goals of the Uniontown Reborn Master Plan by directing future development to:
 - a. Create an attractive western gateway into the City through high-quality site and building design.
 - b. Develop a pedestrian-friendly commercial district by orienting buildings to the street and creating interesting and comfortable street frontages.
 - c. Expand the tree canopy and provide attractive and environmentally friendly site landscaping.
 - d. Design new or rehabilitated buildings to respect the historic patterns and character of the City and the Uniontown-Alameda National Register Historic District.
 - e. Provide a mix of land uses that support a vibrant commercial corridor, new investment, and a range of employment opportunities.
2. The City will implement the transportation vision and goals of the Uniontown Reborn Master Plan to:
 - a. Reconfigure the cross-section of West Marine Drive to create a more pedestrian and bicycle-friendly street while maintaining mobility and reliability for drivers.

- b. Upgrade pedestrian and bicycle facilities throughout the plan area to provide a more comfortable and safer environment for all users.
- c. Support improvements that provide safer and more comfortable access to and from current transit stops in the area.

3. The City will implement public improvements in the Uniontown area to:

- a. Enhance the safety of pedestrian crossings and the connectivity of pedestrian and bicycle routes throughout the plan area.
- b. Improve street lighting to increase visibility while preserving the historic patterns and character of the area.
- c. Create a more inviting commercial district and neighborhood by installing a wayfinding system that guide people to points of interest and important destinations.
- d. Actively seek out opportunities to develop public, off-street parking facilities in the district in order to reduce reliance on private off-street parking lots and on-street parking.
- e. Design and install gateway elements to welcome visitors to the City of Astoria and contribute to Uniontown's "working waterfront" history and identity.

4. Refer to shorelands/estuary, housing, parks and recreation, geologic hazards, and transportation policies."

Section 7. Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE COMMON COUNCIL THIS ____ DAY OF _____, 2019.

APPROVED BY THE MAYOR THIS ____ DAY OF _____, 2019.

ATTEST:

Mayor

Brett Estes, City Manager

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Commissioner Rocka
 Brownson
 Herman
 West

Mayor Jones

ORDINANCE NO. __-

AN ORDINANCE AMENDING THE ASTORIA LAND USE AND ZONING MAP
PERTAINING TO DESIGNATION OF THE ASTORIA UNIONTOWN OVERLAY ZONE

THE CITY OF ASTORIA DOES ORDAIN AS FOLLOWS:

Section 1. Astoria Land Use and Zoning Map is hereby amended by the addition of the Uniontown Overlay Zone as follows:

West Gateway Subarea

Location: Generally, south side of West Marine Drive from Portway Street to Hamburg Avenue, and north and south side of West Marine Drive / Highway 101, Hamburg Avenue to Youngs Bay at the Roundabout

Map T8N R10W Section 13, Tax Lots 200, 400, 402, 1400, 1401

Map T8N R9W Section 7CC, Tax Lots 2600, 2800, 2900, 3100, 3400, 3500, 6900, 7000, 7100, 7300, 7400, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8201, 8300, 8500, 8900, 9100, 9200, 9300, 9400, 9500

Unplatted lots fronting Block 8, Taylor

Lots 19 to 36, Block B, Taylor

Lots 1 to 22, 27 to 34, north 50' Lots 35 to 36, Block 6 Taylor

North portion Lots 5 to 8, Block 5, Taylor

Lots 1 to 24, Block 3, Taylor

Rights-of-way and vacated rights-of-way within the Overlay Zone boundary

Core Subarea

Location: Generally, the south side of West Marine Drive from Portway Street to Columbia Avenue

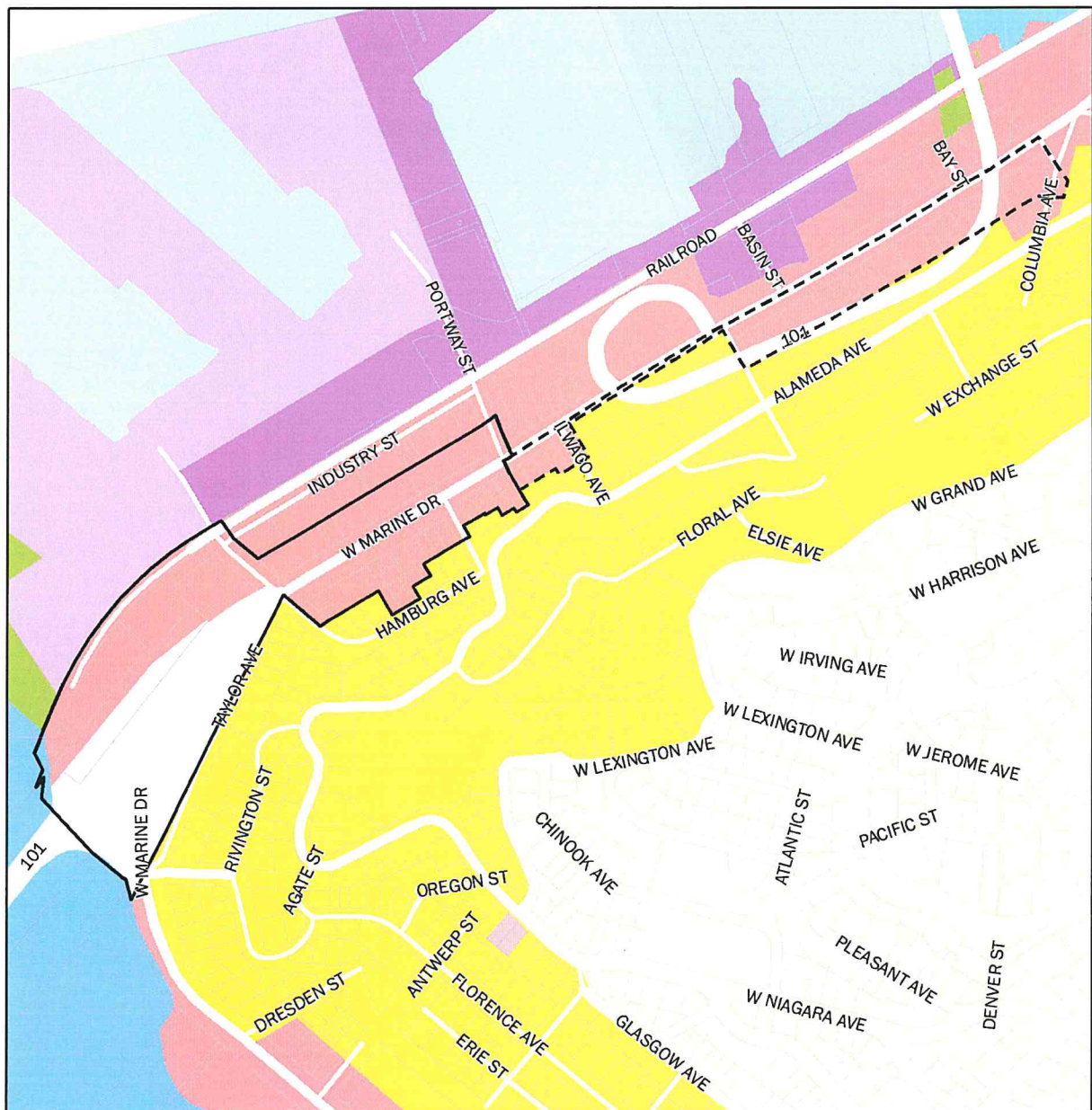
Map T8N R9W Section 7CA, Tax Lots 3000, 3200, 3300, 3400, 3500, 3700, 3800, 3900, 4000, 4100, 4200, 4201

Map T8N R9W Section 7CC, Tax Lots 6300, 6500, 6700, 6800

North portion of Lots 1 to 4, Block 5, Taylor

Lots 1 to 22, Block 2, Taylor

Rights-of-way and vacated rights-of-way within the Overlay Zone boundary



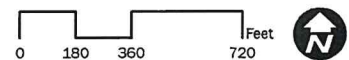
Uniontown Overlay Zone

Overlay Zone Subareas

- Core Subarea
- West Gateway Subarea

Base Zones

- A1 - Aquatic One Development
- A2 - Aquatic Two Development
- A2A - Aquatic Two Development
- A4 - Aquatic Natural
- C1 - Neighborhood Commercial
- C3 - General Commercial
- IN - Institutional
- R1 - Low Density Residential
- R3 - High Density Residential
- S1 - Marine Industrial
- S2 - General Development Shorelands



Prepared By:
Angelo Planning Group

Date:
7/9/2019

Coordinate System:
NAD 1983 HARN StatePlane Oregon
North FIPS 3601 Feet Intl

This map is intended for informational purposes only. While this map represents the best data available at the time of publication, APG makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.

Section 2. Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE COMMON COUNCIL THIS ____ DAY OF _____, 2019.

APPROVED BY THE MAYOR THIS ____ DAY OF _____, 2019.

ATTEST:

Mayor

Brett Estes, City Manager

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Commissioner

Rocka
Brownson
Herman
West

Mayor Jones