



AGENDA

ASTORIA PLANNING COMMISSION

August 6, 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) No new minutes to review
4. PUBLIC HEARINGS
 - a) 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 Polices; 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 Dates:
 - i. Tuesday, Aug. 27, 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.



CITY OF ASTORIA

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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 fall 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.

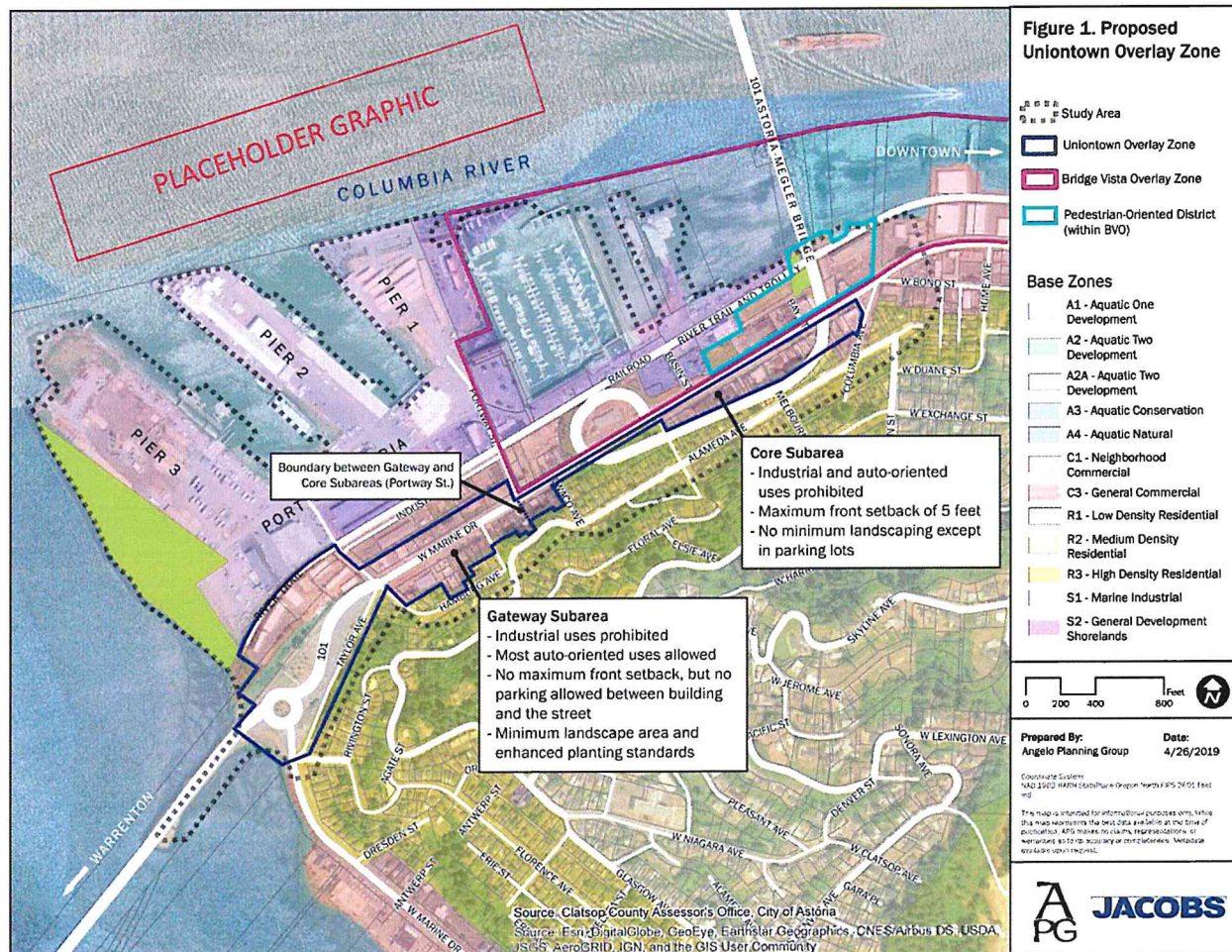
Goals

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)	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.

Tiffany Taylor

From: Pamela Mattson Mc Donald <matmcd2002@gmail.com>
Sent: Wednesday, July 24, 2019 6:37 AM
To: Tiffany Taylor
Subject: Regarding the Astoria Planning Commission

*****EXTERNAL SENDER*****

Please send to all Astoria Planning Commission members:

To the Astoria Planning Commission,

We have a unique opportunity to preserve the character of this city.

Twenty eight feet for a building height is plenty of room for a creative architect to design a structure of usefulness and profitability.

It is short sighted and unimaginative people who cling to a greater height as the end all and be all of usefulness.

Marine dependent uses should be emphasized. This is the mouth of the Columbia River, the Western watershed. Its majesty must be respected. Please consider this before you clutter it up with big blocks of buildings.

Pamela Mattson McDonald
258 Exchange, Astoria, OR 97103

PM2

Be a gardener for humanity, leave the earth better than you found it.

Tiffany Taylor

From: Nancy <nancy@crcrcoffee.com>
Sent: Thursday, July 25, 2019 7:31 PM
To: Tiffany Taylor; Brookley Henri; Caroline Wuebben / Holiday Inn Express; Dan Hauer / Hauer's Repair; David Reid / Chamber of Commerce; Jared Rickenbach / DRC; Jeff Hazen / Sunset Transportation; wisom@portofastoria.com; Katie Rathmell - HLC; Nancy Montgomery / Columbia River Coffee Roasters; Brett Estes; Ken Shonkwiler / ODOT; Michael Duncan / ODOT; Mike Morgan; Nathan Crater; wisom@portofastoria.com; Sue Transue
Cc: Richman, Scott/PDX; Jordan, Brooke/PDX; Matt Hastie; Rosemary Johnson
Subject: Re: STAC Meeting this Friday

*****EXTERNAL SENDER*****

Hi, STAC people et al,

Thanks for the discussion at this last meeting -- it was really invigorating. (And thanks for receiving all my input. Apologies for being unavailable at the last public and stac meeting. It took me a while to dig in and get exposed to some conversations. (Thanks Diana, Roger, Jan, David, Mike, Rosemary, Dan)) So -- we're going to 'meet' again soon to discuss things that were left sort of floating? In anticipation of that, I wanted to put my main concerns forward in writing.

If Uniontown can be REBORN -- as an Historic, pedestrian-friendly, development-drawing, thriving district of Astoria in which to work...develop...walk...live, we'll need to treat it as more than the artery for traffic to/thru downtown that it has been these last many years. This is our shot to evolve it.

1. Parking

- Any lost spots in front of a business with no lot will likely be crushing to that business. Any lost spots in front of housing will mean more cars pulling out into the roadway directly and more people pushed to park in neighboring business' spots (Pacific Pride area). What else can they do?
- Uniontown Parking Lot: needs to be a priority to allow for loosening parking restrictions on new and re-development. There are three on the Master Plan -- Are all or any of the proposed sites truly viable?
 - Who has a handle on Enterprise moving? (Option P2) Seems people working there don't know of this?
 - Inside the circle of the bridge off-ramp, south side (P1) is pretty sloped and would require digging and retaining walls - all that an option? And to afford how many spots?
 - Wauna (P3) is just that much farther from the Uniontown businesses it's to support (esp any re-development) much less lend any relief to the west end of core or gateway, and...is it a feasible purchase?
- I vote the city buys the Port property west of the the Memorial park. The end of Bay street, definitely, to maintain the view corridor and secure the city park, and also -- the leased property to the west of the hedges for a Uniontown lot with egress *not* onto Marine! But, fearing that is fantasy, where else will work? If we're tasked with definitively securing something, we will succeed. We may need to get more creative. If they've not been explored and knocked off the table, I'm willing to dig into more options than these I've heard dropped: The lot east of KFC. Port parking at the Meglar bridge entrance (with Journey's End drive-thru). Buy the Taggart building at Bay Street. The Hauer's 'train lot' (between Hauer's business and the Sauna building). The city has funds to support this part of itself. Let's put them to use to 'evolve' it. (Mmm, no...I don't think I mean gentrify -- parking regenerates empty businesses, supports existing ones including bars, car repair, smoke-shops, food trucks, the fisherman's memorial and park, and would support workforce housing all along, esp in the gateway. An evolved district, community-wide and -deep.)

2. Safe crossings, safe parking, and truly reduced speeds throughout:

- What slows people down for safety's sake? Fewer lanes, yes. If we're more than an artery to downtown: What ELSE does? Picture Bend or Klamath Falls' newness: bike lanes (check), white lines (check), more lighting (check and even more), bike racks, landscaping (sooner than later to entice re-development), more parking *on* the street. What else? (In lieu of losing Bay St intersection for cars.) What about:
- Different road textures or imagery leading up to crosswalks, stone (historic?) crosswalks, art installations: Let's get bold and progressive -- interesting: What are other towns, cities, countries doing?
- Solve both crosswalk and turn lane at the intersection at Bay. Eliminate the (proposed) loss of the left turn into Bay from the west. Access to the park and development can't be restricted to the Holiday Inn Parking lot, with a 'someday' development of port roads to connect Basin and Bay, and that may or may not lead through the Red Building lot, if/when.

3. Pedestrian-sized Lighting increased along -- at least -- the core, historic design with bars for banners. Definitely more than the proposed 4 in the entire district. If the goal is pedestrian-friendly, let's DO it! To entice new & re--development

4. Aaaand: If/when the reconfiguration ever has sidewalks torn up, THAT would be the time to bury electrical. THAT would make the district SO much more lovely -- and historical.... "Yes, we can." Shoot for the moon - an overarching vision.

Well, that's what's on my list. What's the plan for reconvening, via phone or some-other-wise? See below for a bunch of eye-candy.

Thanks,
Nancy



slow ottawa
@slowottawa



Via [@benhbaillie](#): Trompe l'oeil [#crosswalk](#) bound to calm traffic [#trafficcalming](#) [#completestreets](#) [#VisionZero](#)






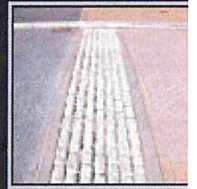
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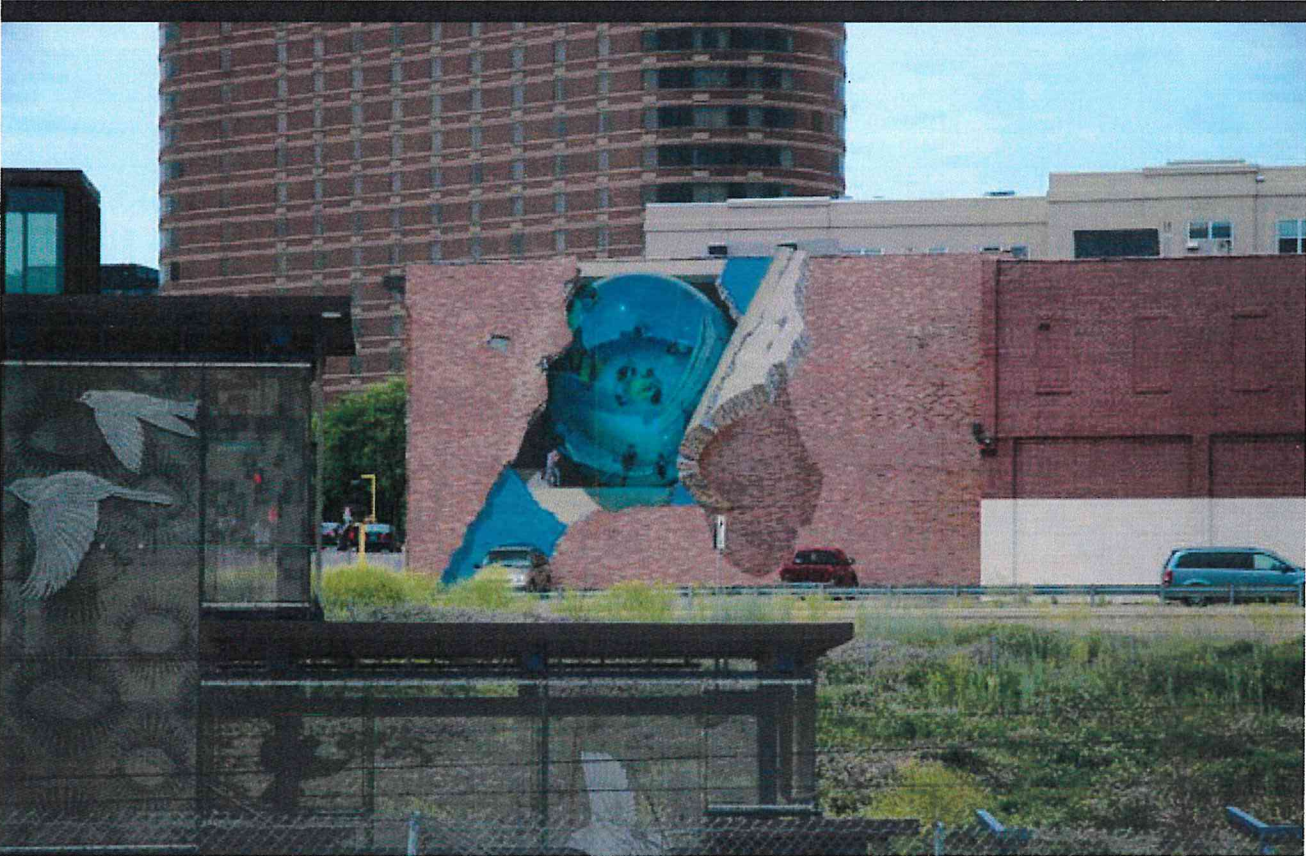


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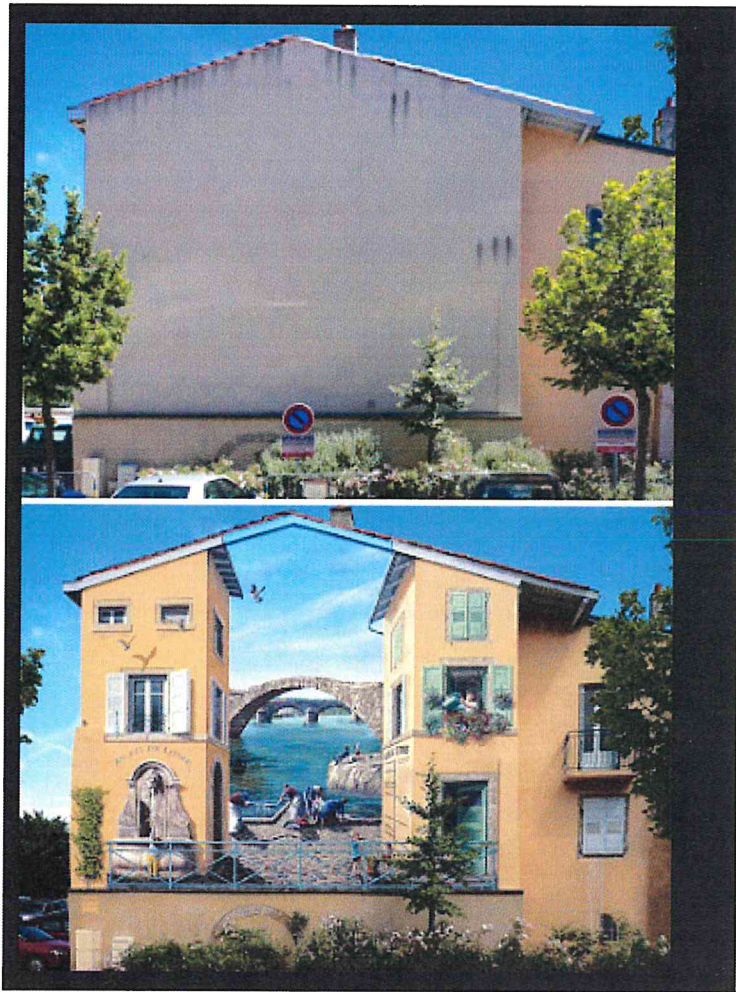






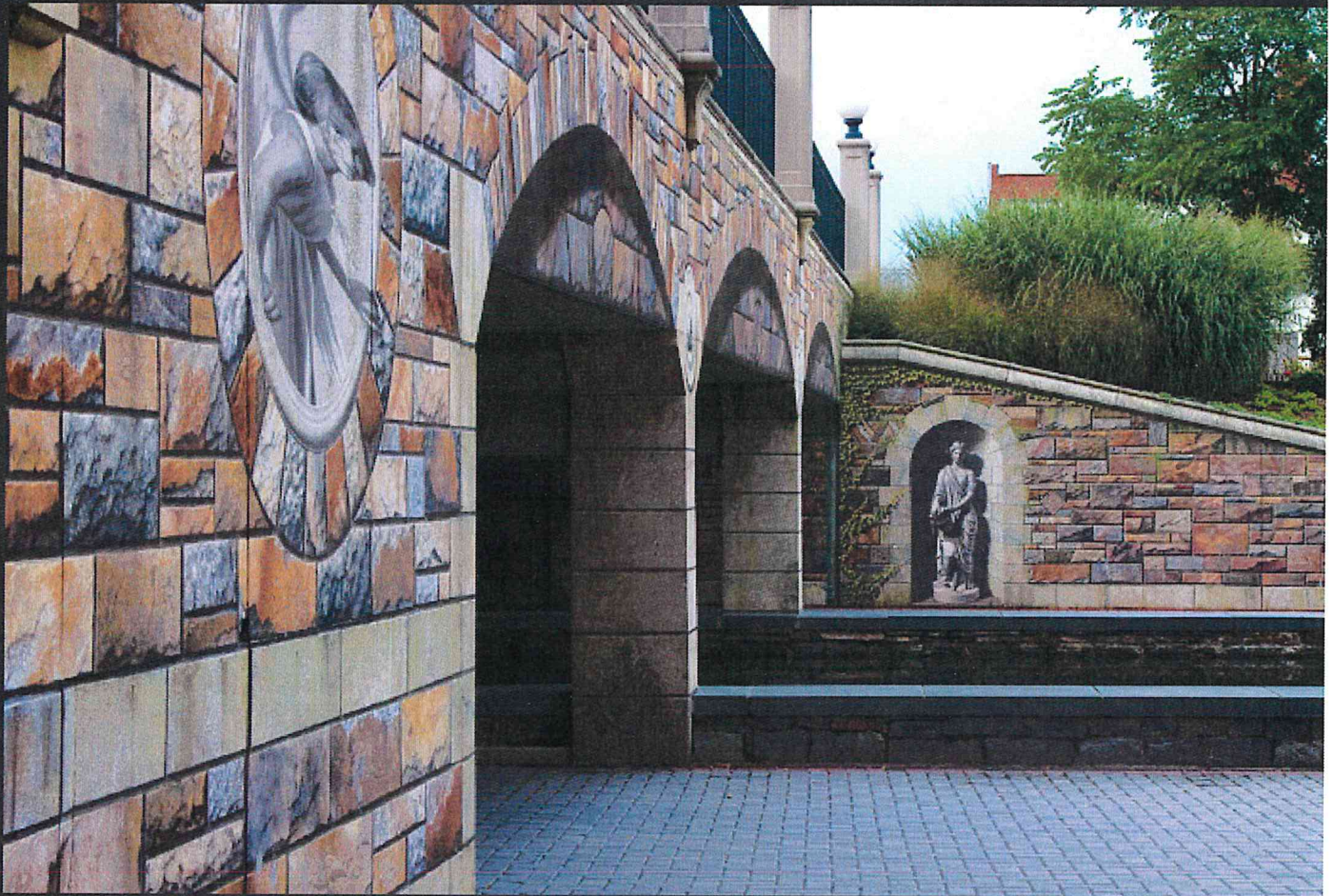




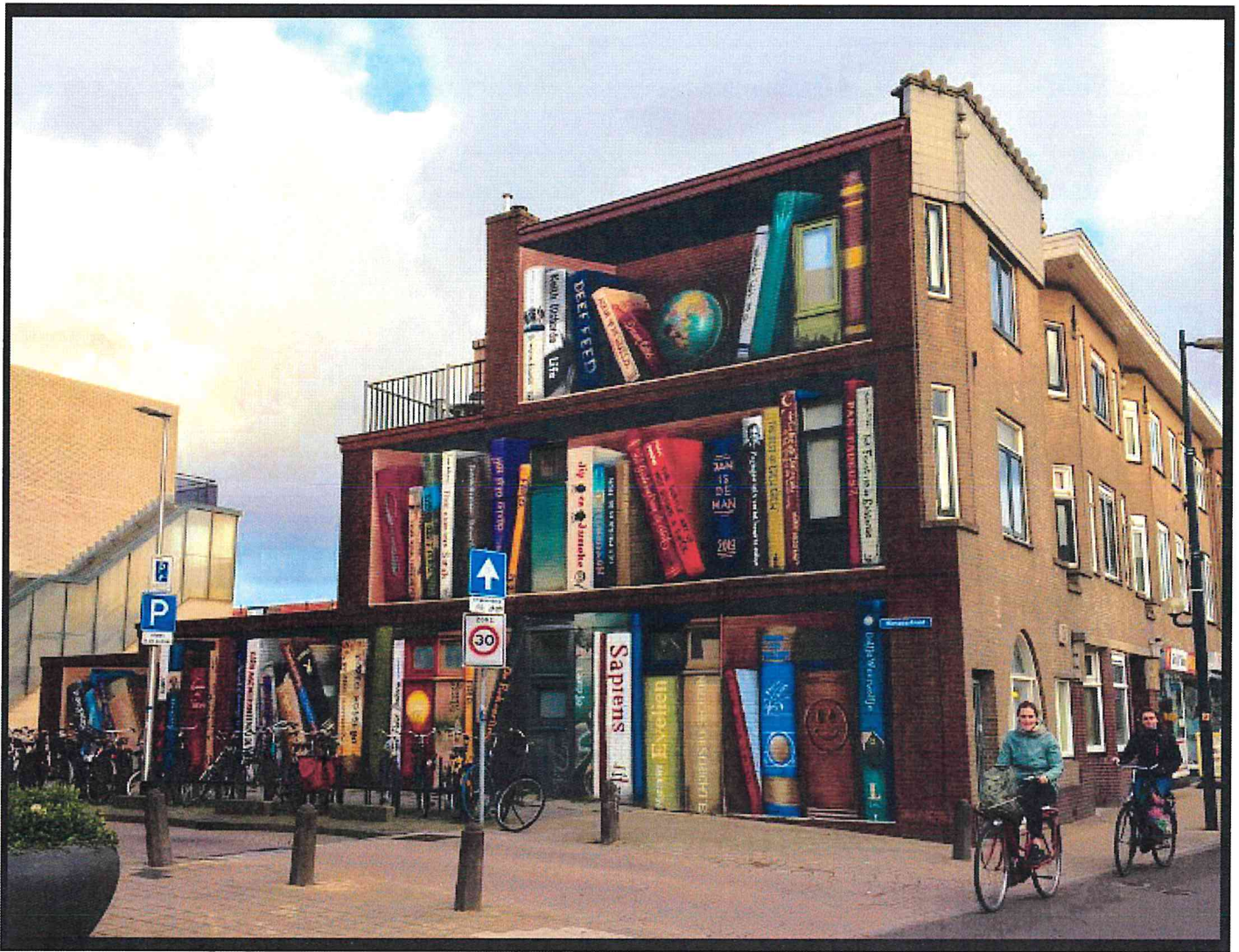




3.



MG_3284_edited-1 by mariehass, on Flickr



Nancy Montgomery

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On 7/16/2019 12:00 PM, Tiffany Taylor wrote:

REMINDER –

Please mark your calendars to attend the STAC Meeting this **FRIDAY, July 19th 11:00am-1:00pm** at Astoria City Hall/Council Chambers.

It is very important to have all in attendance for the final review of the Uniontown Reborn Master Plan.

If you would like to have a **boxed lunch** ready for you upon your arrival, please see the *attached menu options* and **forward to me your selection by July 16th.**

This is the **FINAL STAC meeting** before it goes before the Astoria Planning Commission on August 6, 2019.

Again, thank you for your participation.

Regards,
Tiffany



TIFFANY TAYLOR

ADMINISTRATIVE ASSISTANT
COMMUNITY DEVELOPMENT DEPARTMENT
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ttaylor@astoria.or.us
503-338-5183 (phone)
503-338-6538 (fax)



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Tiffany Taylor

From: Stuart Emmons <wse2@icloud.com>
Sent: Tuesday, July 30, 2019 7:20 AM
To: Jennifer Benoit; Tiffany Taylor
Subject: 'Uniontown Reborn'

*****EXTERNAL SENDER*****

Jennifer and Tiffany.

Could you please distribute to Planning and Design Commisison members.

Thank you,

Stuart

Dear Planning and Design Commission Members.

I went to the 'Uniontown Reborn' Community presentation on May 22 and was alarmed about the direction. Perhaps it would be better titled 'Uniontown Restripe'. The area from the traffic circle to the Doughboy Monument is Astoria's main gateway, our front entry. And a key part of the Uniontown-Alameda Historic District. If we are going to invest taxpayer funds in this important area, we should expect the best we can do.

The project needs an overarching compelling vision that drives the project. This is our opportunity to address the unsightly and blighted parts of this district - 'Uniontown Reborn' seems to fall far short of that goal at this point. Some initial thoughts: historic vernacular architecture can be more of a focus - there are several groups of delightful houses that are now hard to notice. Screening of a dilapidated gas station and other sites can be considered with tree planting strategies. More negotiations with owners should be considered. Signage standards should be part of the vision strategy.

A lead design team should be brought in with extensive visioning experience, selected through a rigorous community process, and help guide this project to a plan that Astoria deserves. Traffic, bike lanes and parking issues should be considered in context, not dominate the project, as they are disappointingly at this juncture. We can do much better. This is our chance to greatly improve Uniontown and our main entry point - let's do a project that is beautiful, inspiring and helpful to Astoria.

Sincerely,

Stuart Emmons



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: June 26, 2019
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, draft amendment pending review and potential adoption at the July 1, 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.

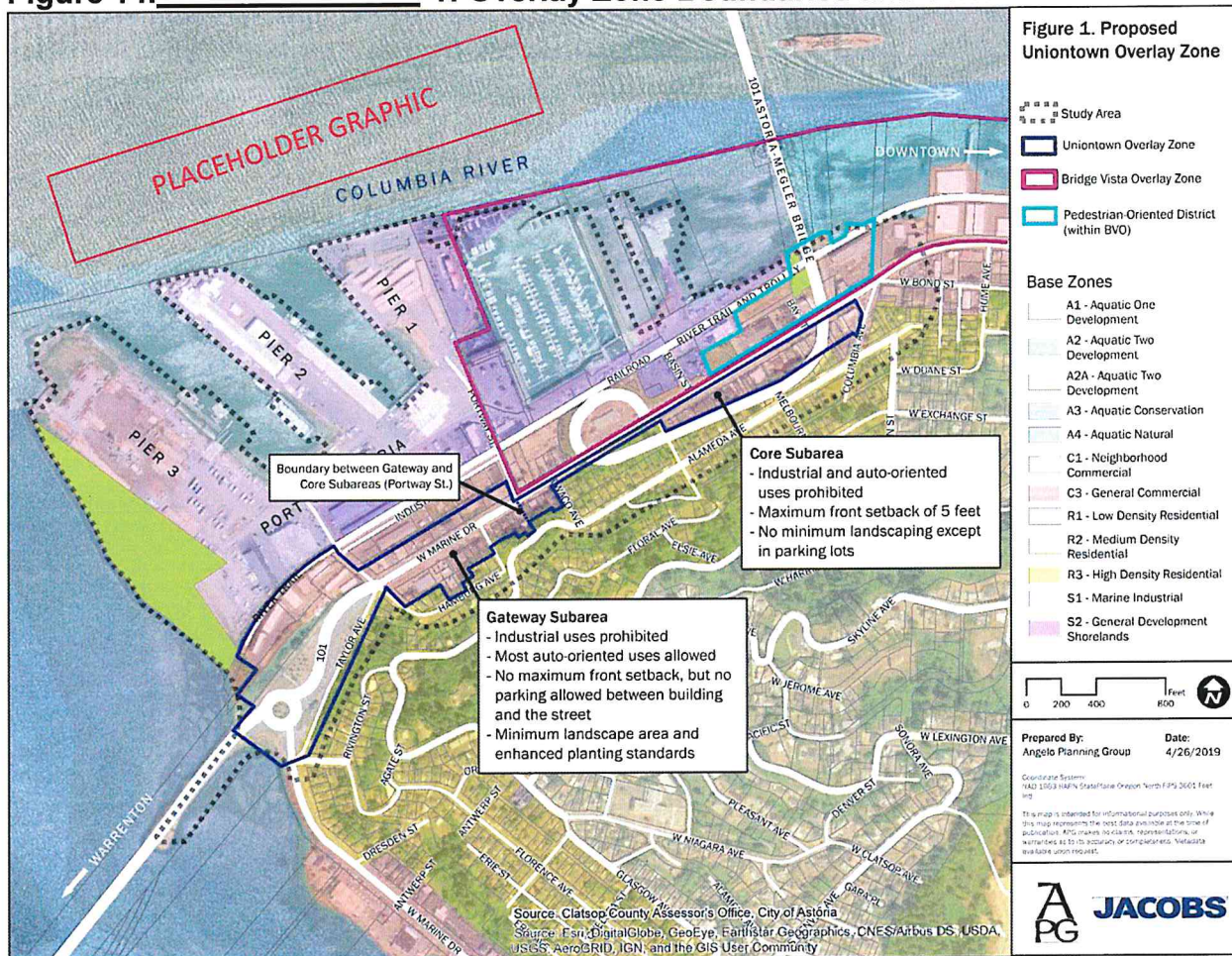
The purpose of the Uniontown Overlay Zone is to implement the land use principles of the Astoria Uniontown Reborn Master Plan, dated *[plan adoption date]* and address policy direction from the Astoria Planning Commission and City Council for this area. The Uniontown Overlay (UTO) Zone is intended to 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

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. Auto 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.

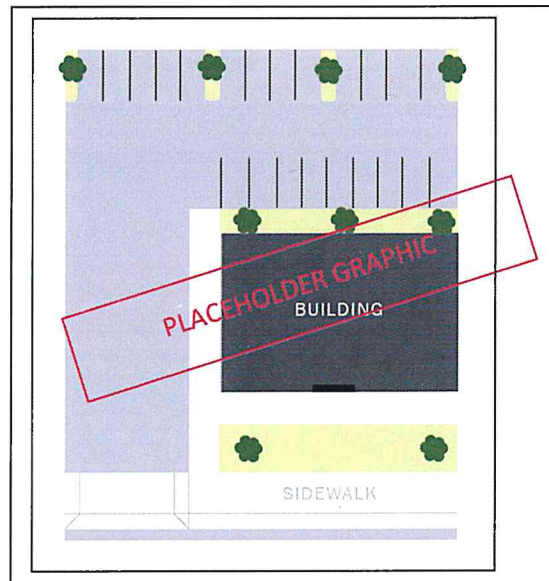
B. Setbacks.

Setback standards apply only to new development approved as of January 1, 2019 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

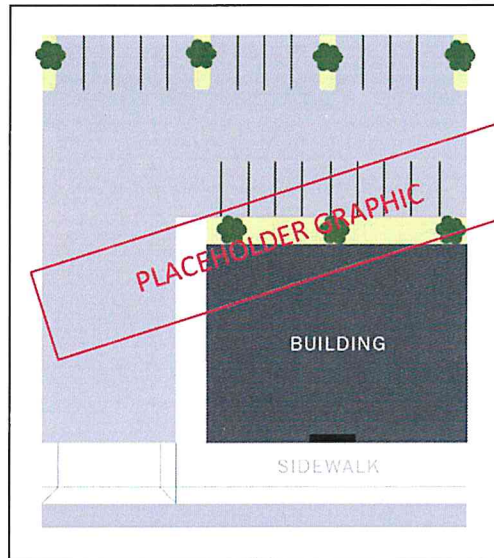


2. Core Subarea.

- 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.

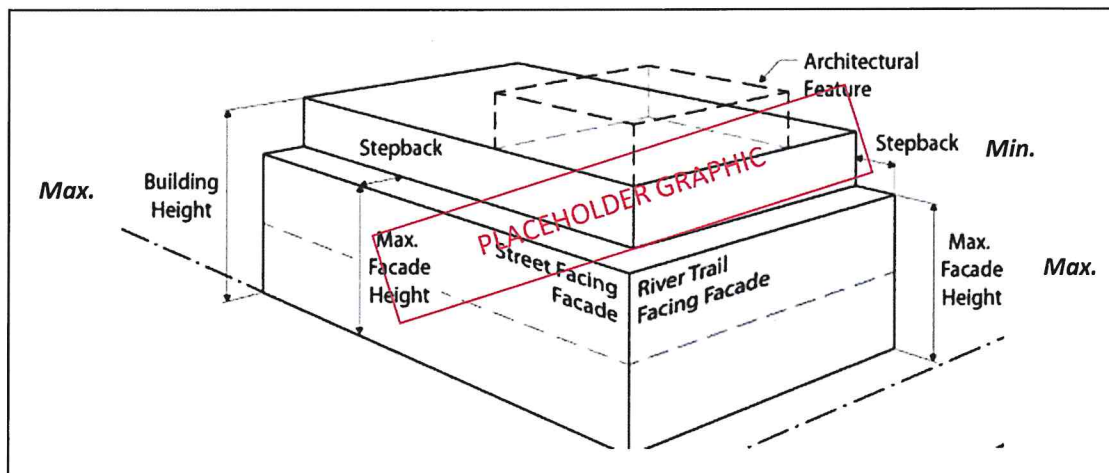
1. Purpose.

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.____-).

Figure 14._____-: Building Stepbacks



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.

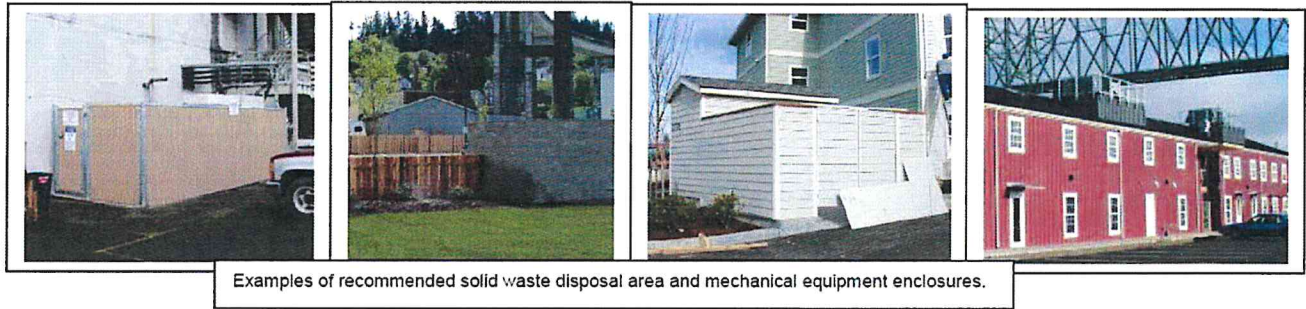
Non-industrial uses include all other uses that are permitted outright or conditionally in the C-3 zone in the Uniontown Overlay Zone.

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.

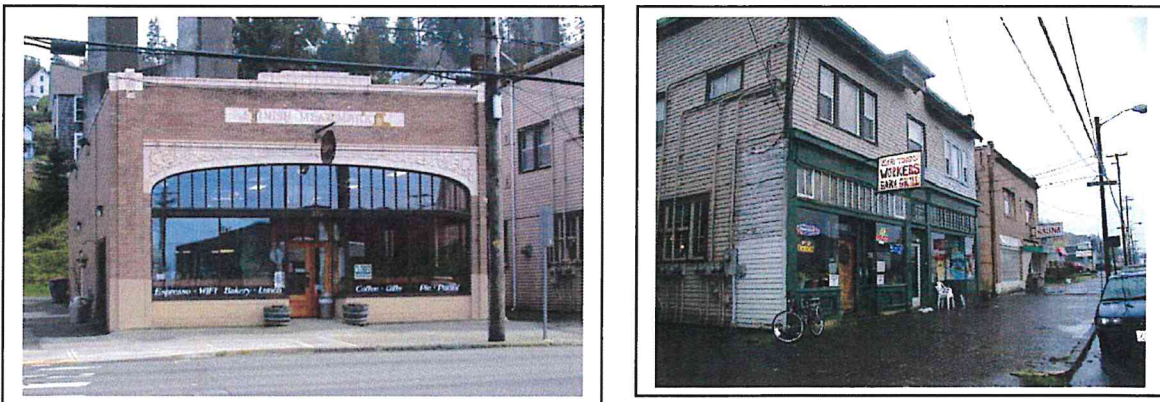
Figure 14.____-_: Screening Waste Disposal, Outdoor Storage, and Utility/Mechanical Equipment



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

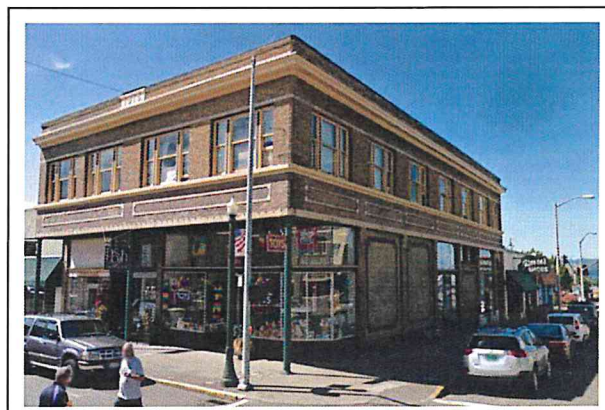


- b. Base, Middle, and Top of Building.

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.

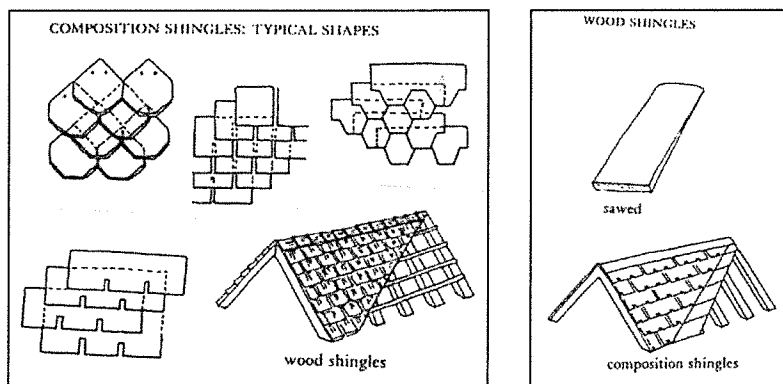
The following roof forms are prohibited:

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

2. Roof Materials Standards for All Uses.

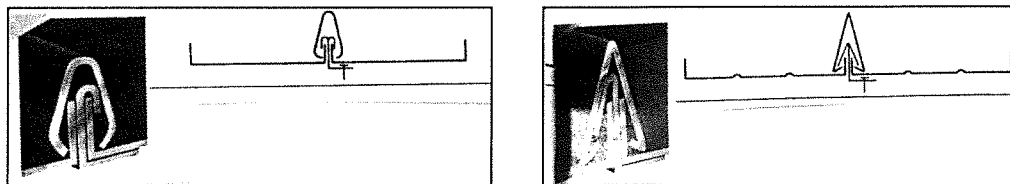
- a. Buildings shall be constructed or reconstructed with one of the following roofing materials:
 - 1) Cedar shingle (Figure 14.__-__);
 - 2) Composition roofing (Figure 14.__-__); or
 - 3) Materials cited in Section 14.____(C.4) or Section 14.__(C.6).

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



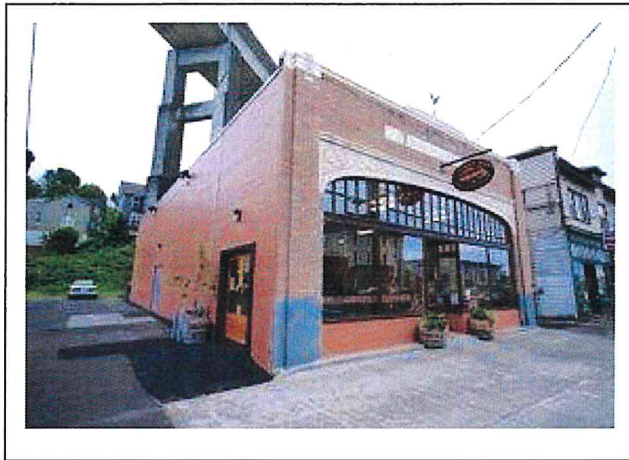
- c. Roofing materials shall be gray, brown, black, deep red, or another subdued color.

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

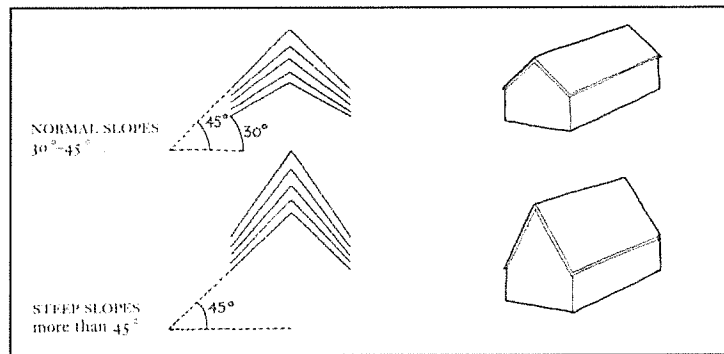
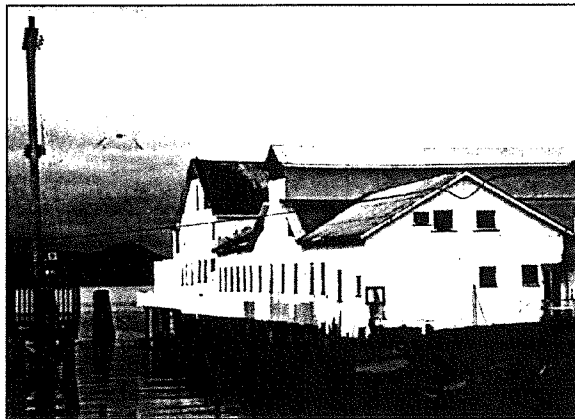


Figure 14.____- __: Industrial Building, Multiple Gables, Monitor Roof, and Shallow Eaves



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.

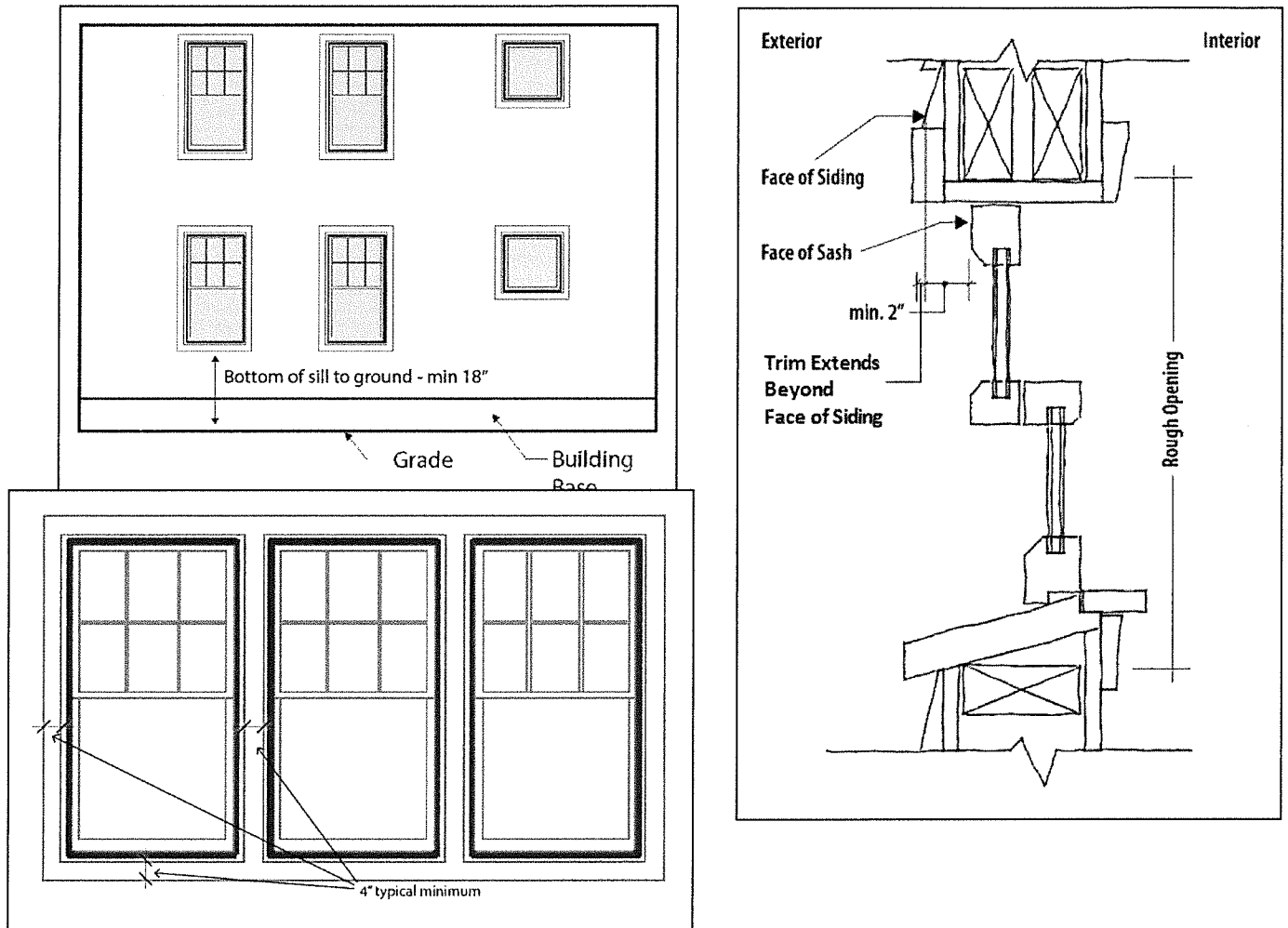
An exception to the window coverage percentage standard may be allowed for the portion of a building facade that includes an elevator shaft with the inclusion of architectural detail / design features in amounts equal to the minimum window coverage requirement. Such architectural details shall include 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 trim 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



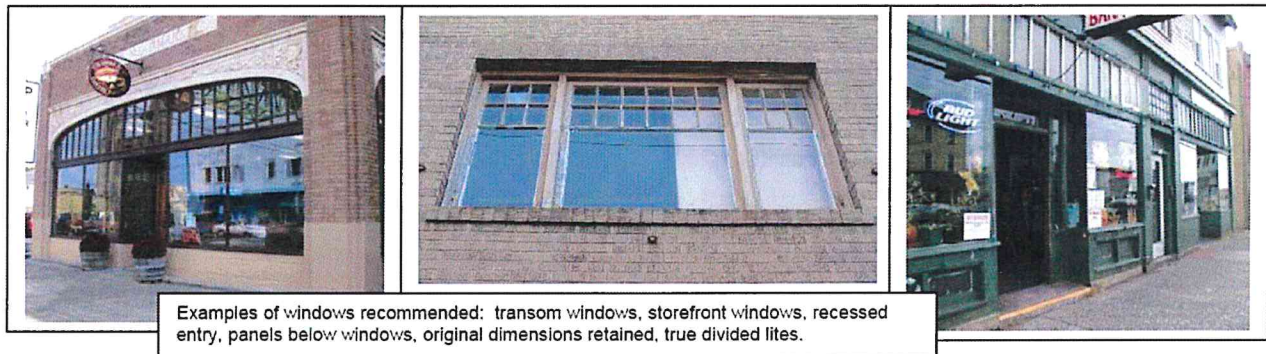
b. The following types of windows or window treatments are prohibited:

- 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



Examples of awnings not recommended: non-compatible material, internally lit, bubble.

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.

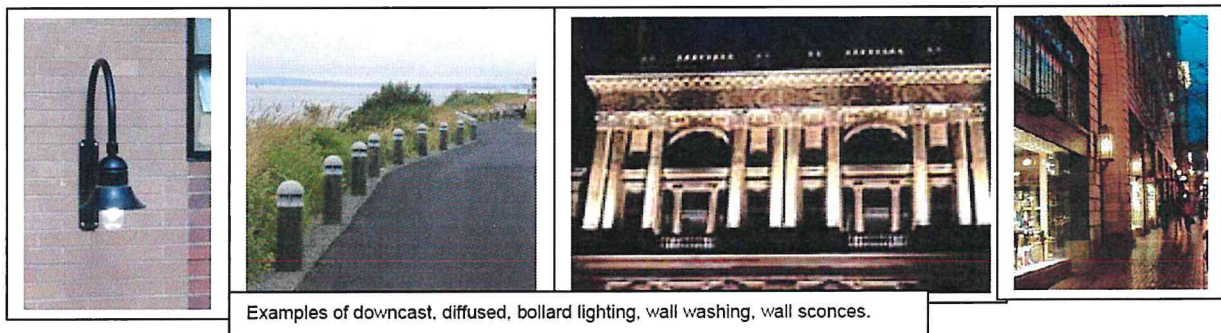
The following lighting types or treatments are encouraged.

- 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



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.

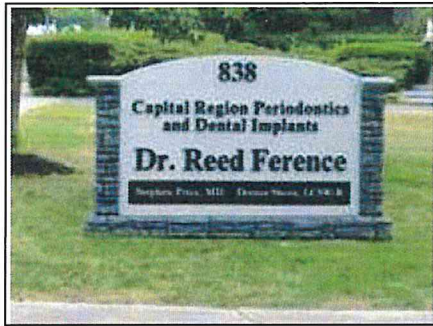
1. Sign Standards for All Uses.
 - a. Monument signs (Figure 14.____- __) are allowed up to a maximum of 32 square feet.
 - b. Monument signs shall be a maximum of five (5) feet tall.
 - c. Monument signs shall be constructed from materials that are consistent with the historic character of the area, 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 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% 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 Uniontown Area and Overlay.

~~The Port Uniontown Overlay Area is generally located along the Astoria Waterfront. The District boundaries extend from 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.~~

~~The Port Uniontown Overlay Area is defined by the Columbia River waterfront and West Marine Drive. Existing uses associated with the riverfront include Port of Astoria operations and offices, other marine industrial sites, 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 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 the basis for the Port Uniontown Overlay 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~~

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 National Register 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 also overlaps with 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.

The Uniontown Reborn Master Plan focuses on the portion of West Marine Drive from Smith Point to Columbia Avenue in the City of Astoria. The area includes land adjacent to West Marine Drive as well as land to the north and in the Port of Astoria that is designated for commercial, industrial, and mixed-use development. The existing conditions in the area are summarized below:

- **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.

- **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.
- **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.

- **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. 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.
- **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 crashes, 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.

- **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 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 Uniontown Area and Overlay Policies.

~~e. 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.~~
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."

Section 5. 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:

Location:

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, 9300, 9400, 9500

Unplatted lots fronting Block 8, Taylor

Lots 19 to 36, Block B, Taylor

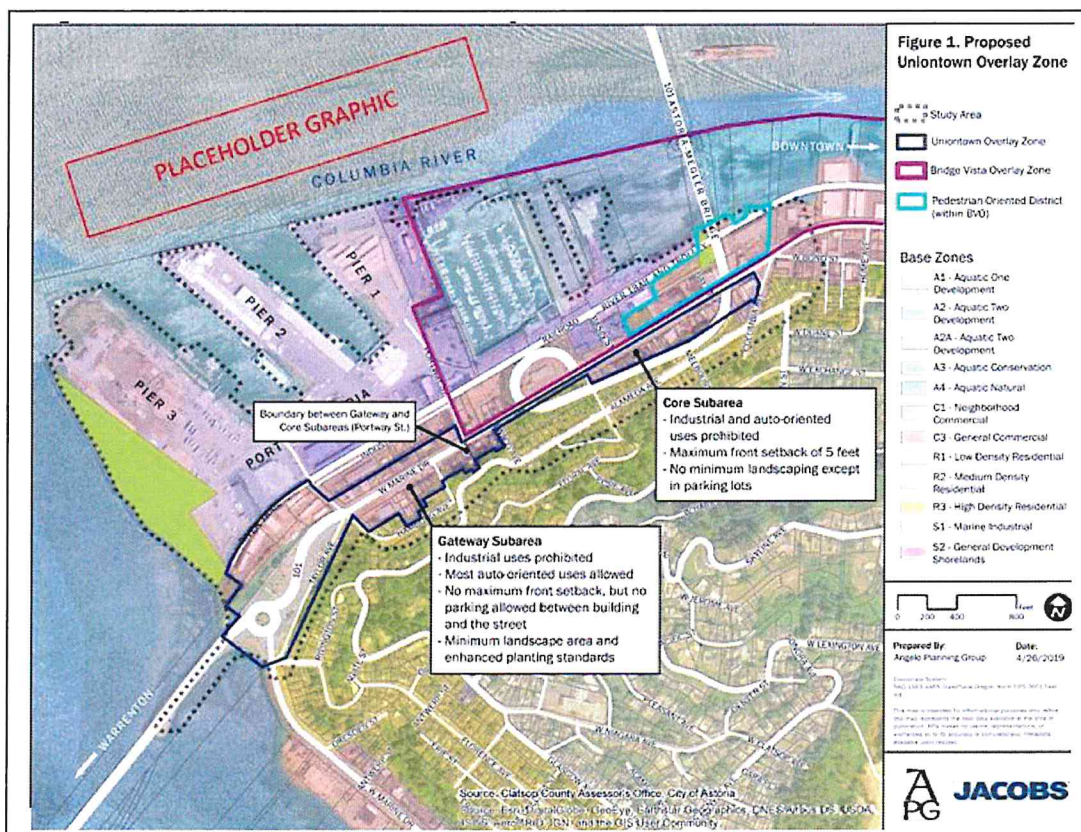
Lots 1 to 22, 27 to 34, north 50' Lots 35 to 36, Block 6 Taylor

North portion Lots 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



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



ASTORIA

Uniontown Reborn Master Plan

Creating a Great Pacific Northwest Gateway to Astoria

DRAFT June 2019



CITY OF ASTORIA

Founded 1811 • Incorporated 1856



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City of Astoria Uniontown Reborn Master Plan

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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



- Plan Purpose and Project Goals
- Study Area and Existing Conditions
- Land Use Alternative Summary
- Transportation Alternative Summary
- Public Improvements 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 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.*

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 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 the community.



- **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. 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.

Land Use Alternative Summary

The preferred land use alternative was identified through a process of creating multiple land use alternatives and facilitating stakeholder and community discussion. The following text provides the key elements of the Land Use Alternative.

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 varying existing land uses and development patterns throughout the West Marine Drive corridor:

- **Gateway Subarea:** The 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 to incrementally transition into a more pedestrian-oriented and walkable form.
- **Core Subarea:** The Core Subarea represents the historic core of Uniontown and is more like the pedestrian-oriented development form of downtown Astoria than the more auto-oriented Gateway Subarea. The Plan envisions that the historic character of this subarea will be preserved and strengthen the identity of the area as a traditional commercial "Main Street."

Uniontown Overlay Zone Code Concepts

The preferred land use alternative addresses five land use 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.

Use Regulations

The Gateway Subarea preferred use regulation concept would prohibit industrial uses (except for light manufacturing with a retail component) and automotive sales, and continue to allow auto-oriented commercial uses.

The Core Subarea preferred use regulation concept would prohibit industrial uses (except for light manufacturing with a retail component), automotive sales, gasoline service stations, automotive service and repair, and drive-through facilities.

Setback and Landscaping

The Gateway and Core Subarea preferred setbacks and landscaping concept is tailored respectively, but both promote improved landscaping and setbacks that create a pedestrian-friendly and attractive urban design.



Building Height and Massing

Preferred building height and massing concept would allow for a maximum height of 45 feet throughout the area, requiring any part of the building above 35 feet to be stepped 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.

Off-Street Parking

Preferred off-street parking concept would require off-street parking for most new development but allow for reductions and exemptions to the standards to address situations where it may be difficult or infeasible.

Design Standards and Guidelines

Preferred 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 Alternative Summary

The preferred transportation alternative 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 text provides the key elements of the Transportation Alternative.

Preferred West Marine Drive Reconfiguration

- The preferred alternative in the Uniontown segment would provide a four-lane cross-section with two westbound lanes, one eastbound lane, and a center two-way left turn (TWLT) lane between the Smith Point Roundabout and the Columbia Avenue/Bond Street intersection. The cross-section would also include westbound and eastbound bike lanes and segments of on-street parking.
- The preferred alternative is expected to provide safety benefits along 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. The West Marine Drive/Columbia Avenue/Bond Street intersection 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 Americans with Disabilities Act (ADA) 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.
- Constructing or upgrading bike lanes in both directions to 6 feet in width, where possible.

Preferred Transit Facility Improvements

The preferred transportation alternative does not designate specific transit enhancements as part of the recommendation; however, improvements can 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.
 - Would 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.
- Removing the TWLT between Basin Street and Columbia Avenue/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 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.

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 sufficient street lighting. Lighting could be ornamental 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 to create 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.

Transit Stop Improvements

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 transit stop information are elements that were cited as needed improvements to current transit stops. These improvements would require coordination with Sunset Empire Transportation District.

Potential Off-Street Parking

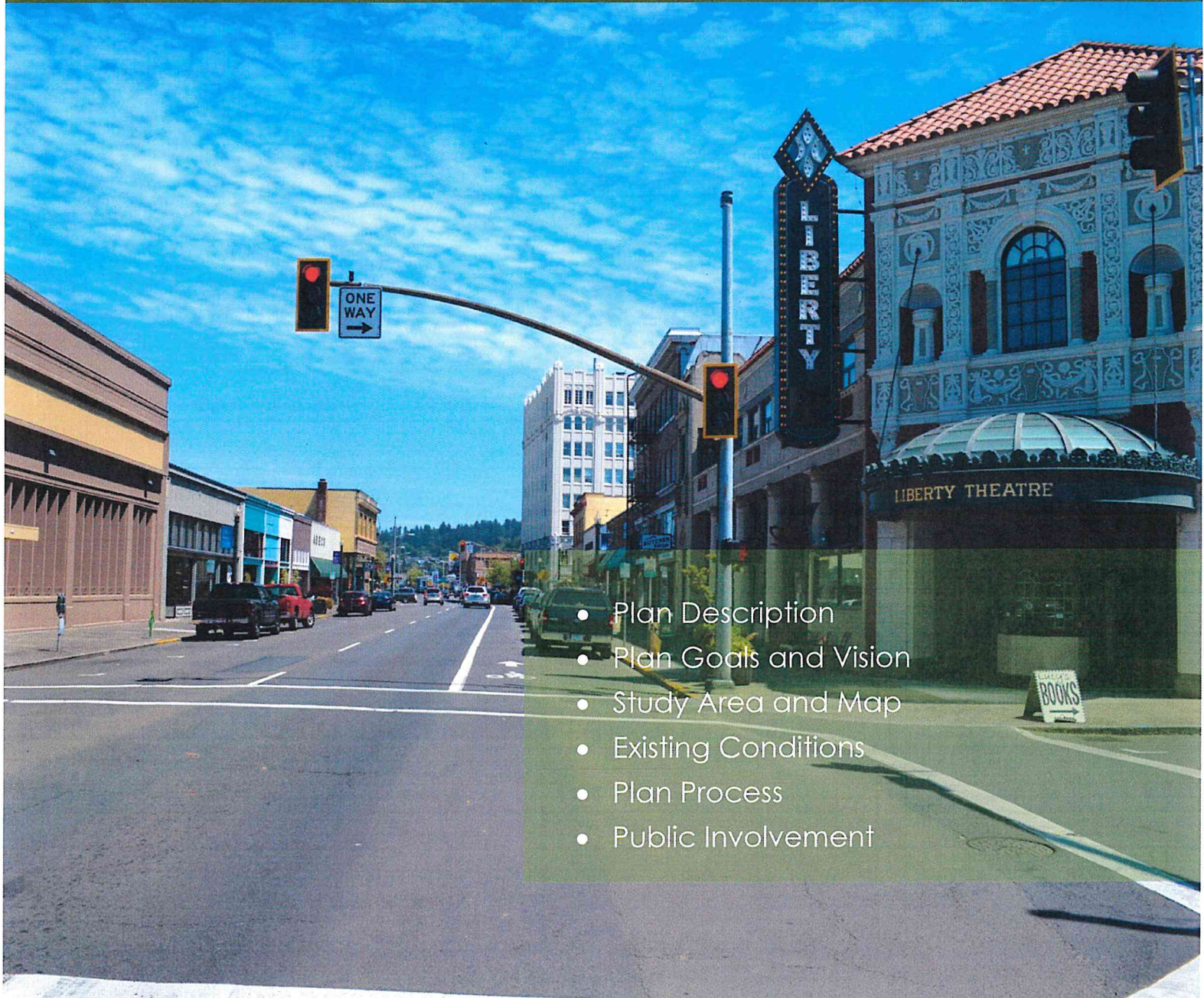
The land use alternative addresses off-street parking regulations, but discussion among the public and City staff led to the community's interest in creating public parking areas in unused or underutilized lots.

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 enter into Astoria and this improvement is an opportunity to create a gateway 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. The City's iconic, 4.1-mile-long Astoria-Megler Bridge, which brings people across the Columbia River from Washington, is located in Uniontown. 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.

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

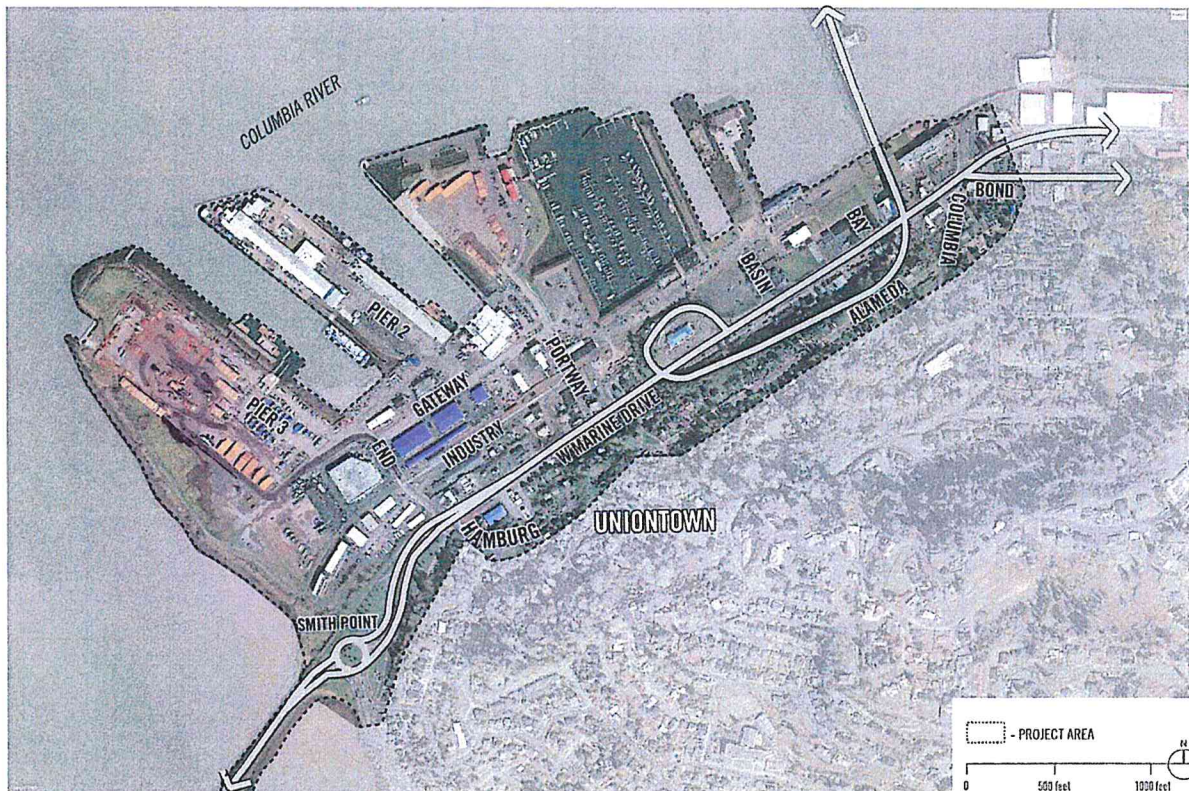
The following goals were established in coordination with the City and stakeholder feedback to guide the development of a new land use plan and supportive transportation plan that facilitate all modes of travel and support Uniontown's character and future investment.

- **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

The Uniontown Reborn Master Plan study area (Figure 1) is the portion of West Marine Drive from Smith Point to 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.

Figure 1: Study Area



UNIONTOWN REBORN: Creating a Great Pacific Northwest Gateway to Astoria

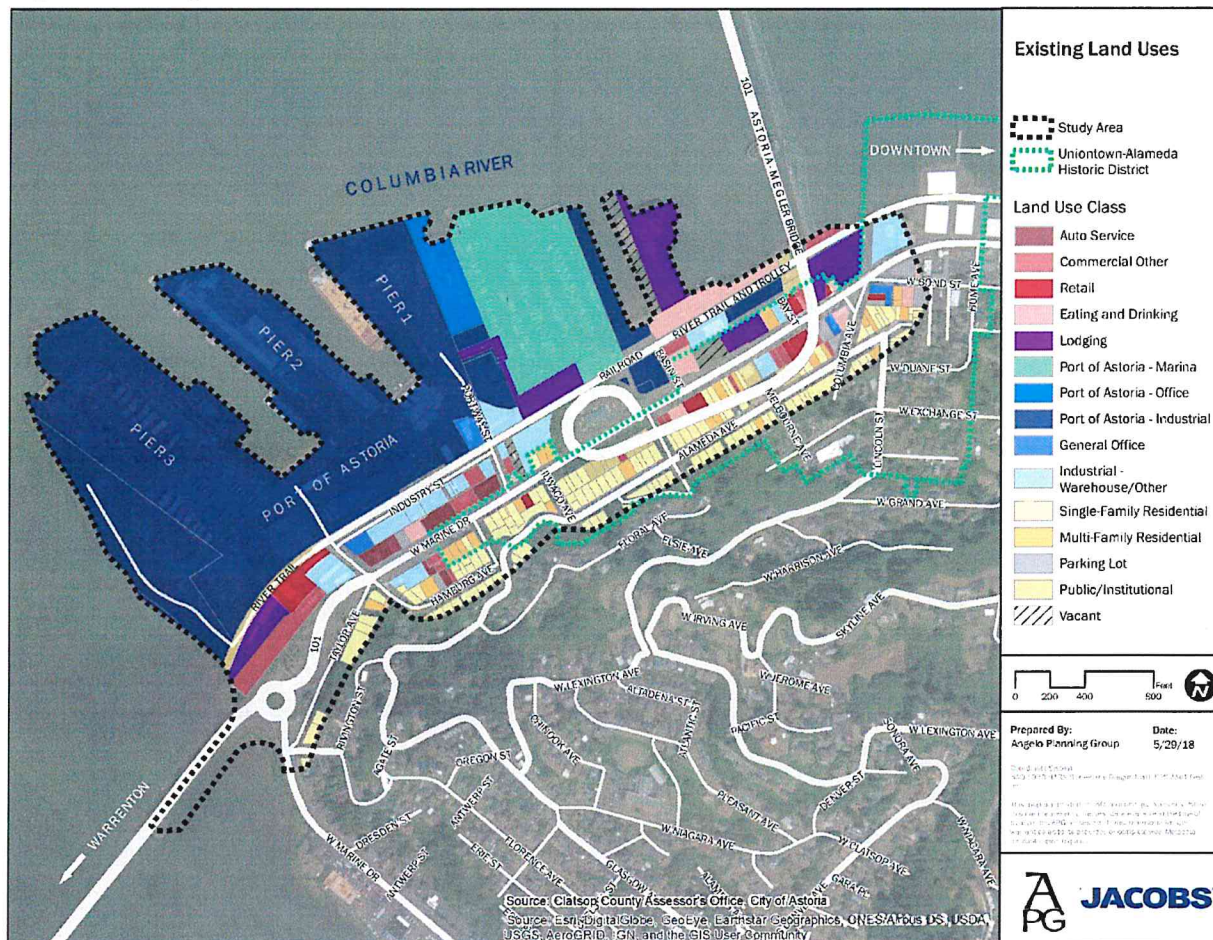
Existing Conditions

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. Given that meeting these requirements is often a barrier to new development, there may be opportunities to further reduce this barrier.

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 about 1 percent annually, adding about 1,400 total new jobs by 2040. This could require about 125 acres of developable and redevelopable land in Astoria. Some rezoning and intensification may be required to accommodate all new growth, and Uniontown may be able to accommodate some of the growth as well.
- Educational services, health care, and social assistance are Astoria's primary indentures. However, Uniontown differs from other parts of Astoria and features seafood processing and other manufacturers as the 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 tourist 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 was identified as a priority among the community. Incremental, 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 an 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-legged 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,



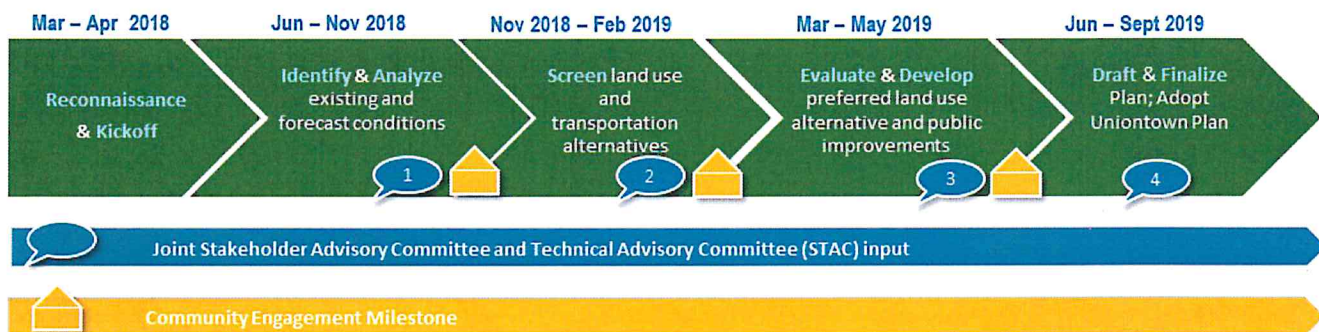
and additional bus service connects Astoria to Portland and Longview. Transit stops are located along the study corridor at the Holiday Inn Express (Columbia Avenue and West Marine Drive) and the Astoria Transit Center (9th Street and West Marine Drive). The Astoria Transit Center provides a comfortable 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 Preservation Review Committee
 - Astoria Downtown Historic District Association
 - Local business owners along Hwy 30, including Workers Tavern and others
 - 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 ALTERNATIVES



- Introduction of Preferred Land Use Alternative
- Uniontown Overlay Zone Summary
- Uniontown Overlay Zone Code Concepts



Introduction of Preferred Land Use Alternative

The preferred land use alternative was identified through a process of creating multiple land use alternatives and facilitating stakeholder and community discussion. The preferred land use alternative was developed as part of an initial screening of the Land Use and Transportation Alternatives Memorandum (Appendix J). The land use regulations evaluated address 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 alternative 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 X**. 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 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 X**) 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.

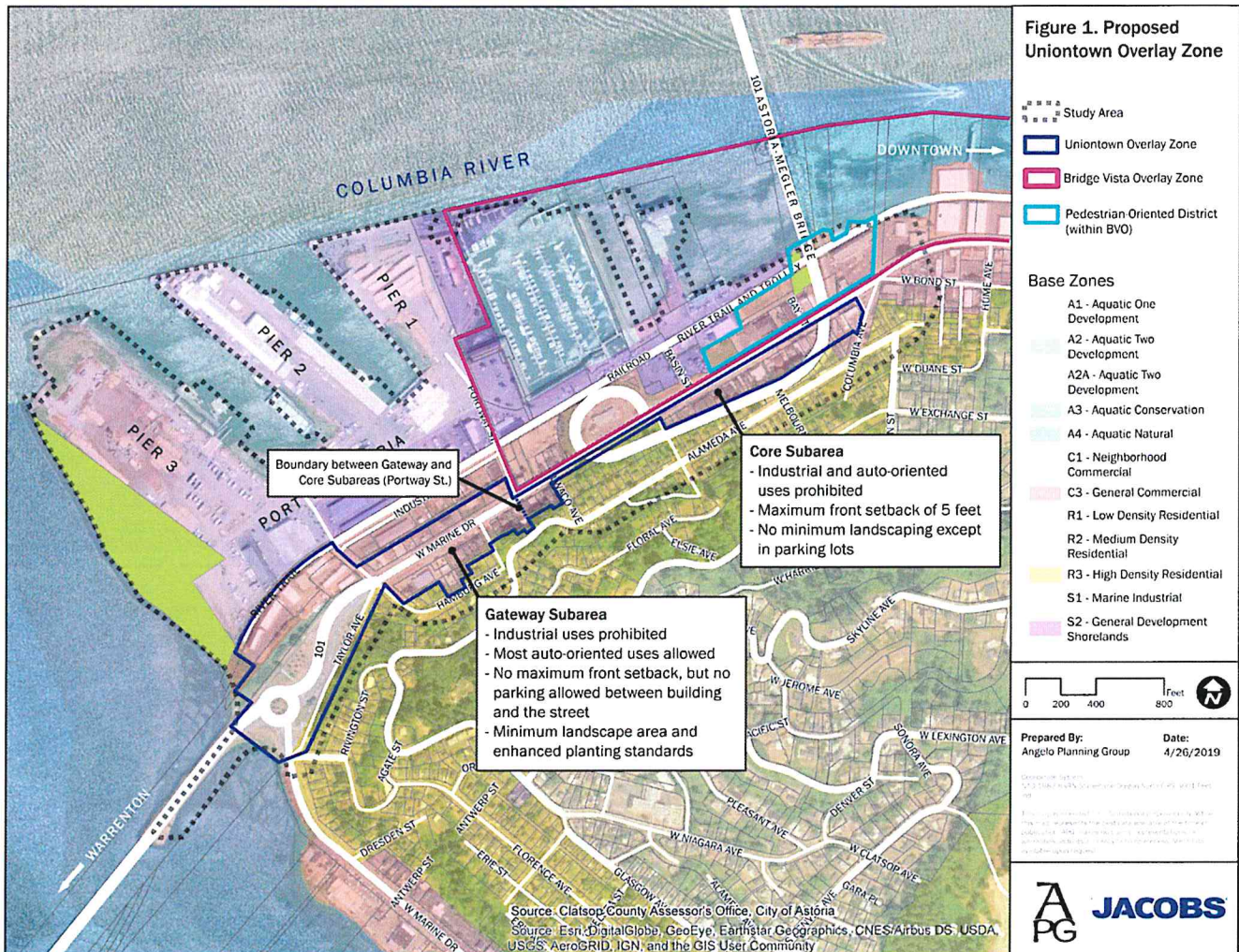


Figure X. Proposed Uniontown Overlay Zone

Gateway Subarea



Size: Approximately 16 acres

Characteristics: The Uniontown 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 Historic District. This existing development pattern is more similar to the pedestrian-oriented form of downtown Astoria than the more auto-oriented 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 preferred land use alternative addresses each topic area below by providing background information and the preferred code concept describes the general approach to implementation of the alternative. 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 UTO, code concepts for certain topic areas are to be tailored to each subarea.

Use Regulations

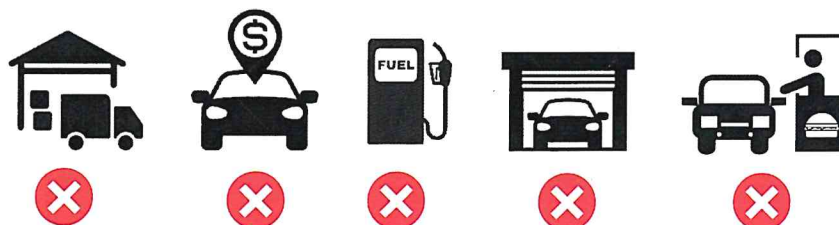
Background: Existing use regulations along the West Marine Drive corridor allow some commercial and industrial uses that do not contribute to the goal of creating a walkable, pedestrian-friendly, commercial district. Auto-oriented commercial businesses, drive-through businesses, and some industrial uses 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.

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

- **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 Gateway Subarea concept prohibits industrial uses (except for light manufacturing with a retail component) but continue to allow 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.





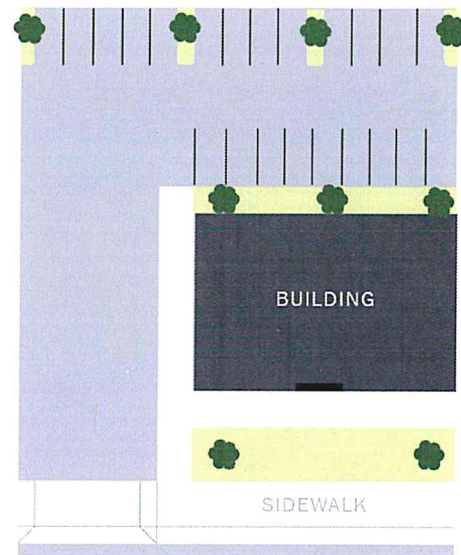
Setbacks and Landscaping

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 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.

Preferred Code Concept:

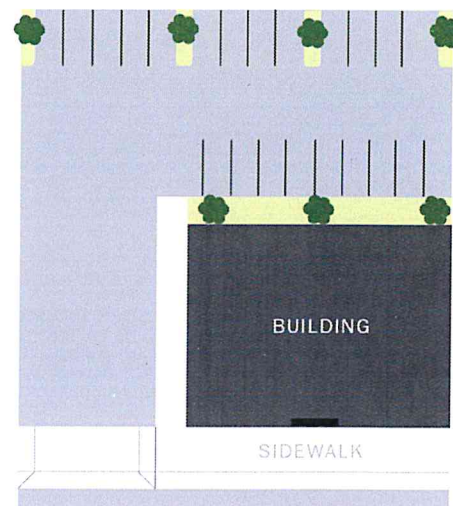
• Gateway Subarea:

- 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.



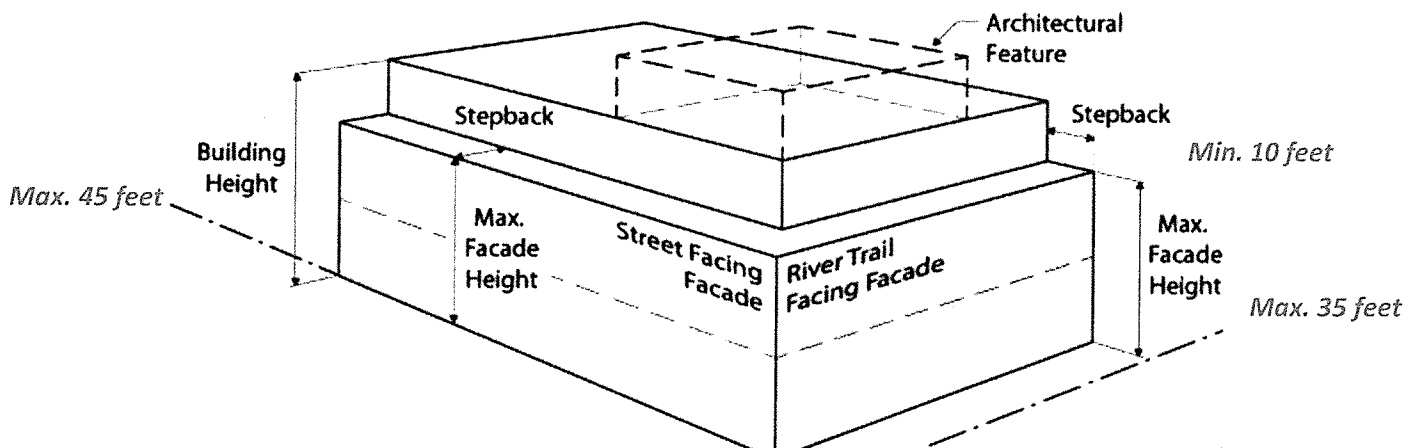


Building Height and Massing

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 stepbacks 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 available 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 a development project 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 for revenue generation. 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.

Preferred Code Concept (Gateway and Core Subareas): Allow for a maximum height of 45 feet throughout the UTO but require any part of the building above 35 feet to be stepped back from the main façade 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 stepback 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.

Preferred Code Concept (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. Most of the properties included in the proposed UTO are located in the Uniontown-Alameda 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.

Preferred Code Concept: 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

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



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



TRANSPORTATION ALTERNATIVE



- Introduction of Preferred Transportation Alternative
- Preferred Alternatives by Mode
- Reconfiguration Benefits and Impacts



Introduction of Preferred Transportation Alternative

The preferred transportation alternative was identified through public involvement activities and project team expertise. The preferred transportation alternative 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, input provided by the City of Astoria on travel conditions by different 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 meet the vision for Uniontown.

Preferred Transportation Alternative

The preferred transportation alternative in the Uniontown segment would provide a four-lane cross-section with two westbound lanes, one eastbound lane, a center TWLT lane, and bicycle lane in both directions, between the Smith Point Roundabout and the Columbia Avenue/Bond Street intersection. See **Figure X**, 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 TWLT lane between the Columbia Avenue/Bond Street intersection and 8th Street. The reconfigured cross-section is expected to open by 2023.

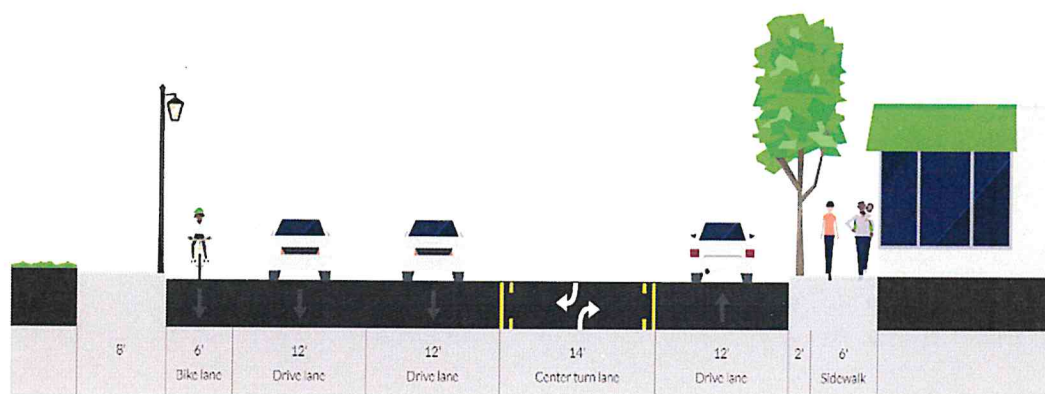


Figure X. Preferred Transportation Alternative



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 preferred alternative, 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 Cross Sections A through F and in Figure X below.

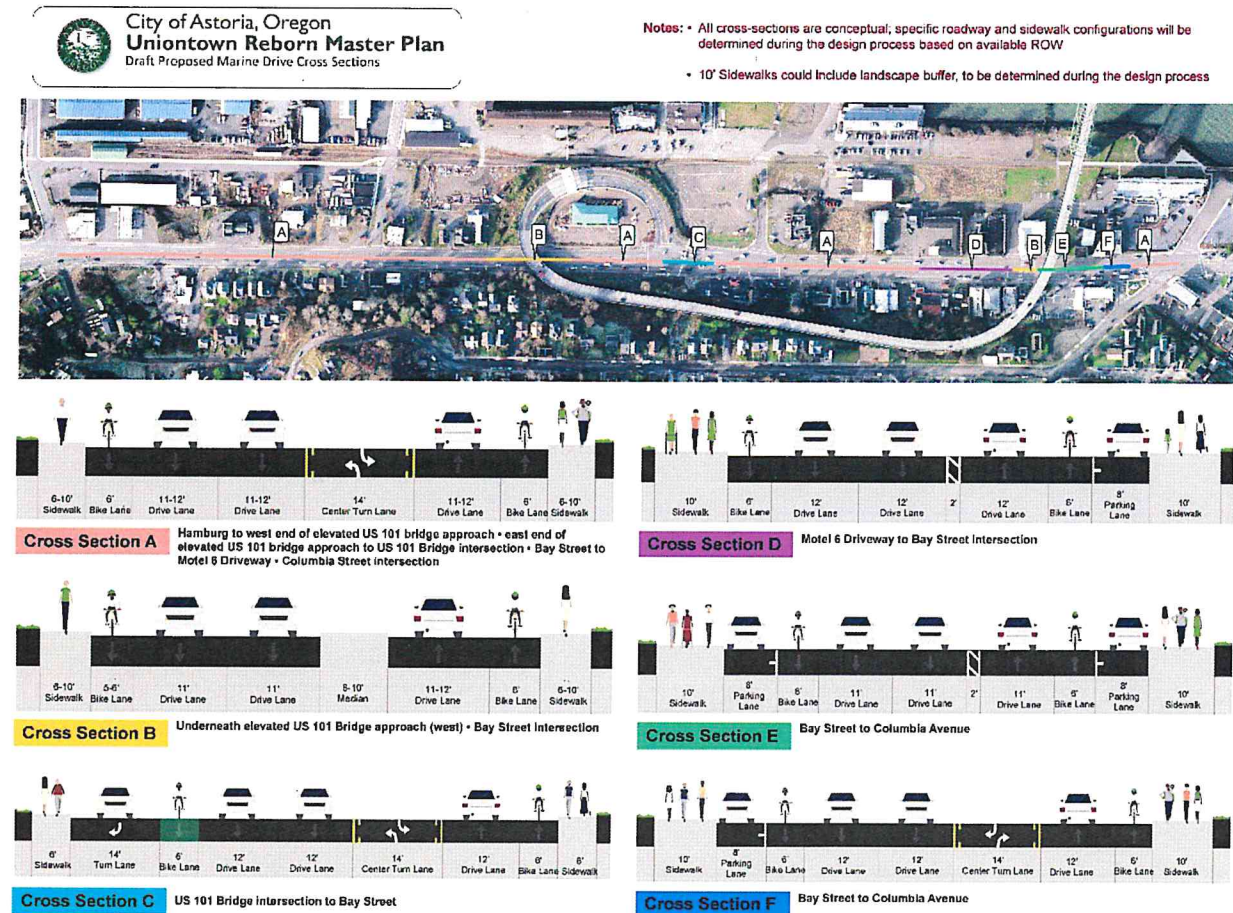


Figure X. Proposed Marine Drive Cross Sections



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.

Preferred 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 Improvement Considerations:

- 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 ADA ramps for 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.

Preferred 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 heavy right-turning movements from both drivers and freight vehicles.

Proposed Bicycle Improvement Considerations:

- Add new eastbound bike lane between Smith Point Roundabout and 6th Street and widen to 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 highlight potential conflict area for 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.

Preferred 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 Improvement Considerations:

- 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.

Preferred 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 Improvement Considerations:

- Remove the eastbound lane between Smith Point Roundabout and 8th Street and maintain the right turn lane at US 101 bridge.
- Consider obtaining exception to ODOT design standards for travel lanes of less than 12 feet because West Marine Drive is State-designated freight route.
- Add a 14-foot-wide center TWLT lane along most of corridor.
 - 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.
- Remove TWLT between Basin Street and Columbia Avenue/Bond Street to retain on-street parking.

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.

Preferred 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 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.



Preferred 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 and Parking

The proposed lane reconfiguration would provide left-turn storage at all 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/Bond Street and the Smith Point Roundabout. However, there is not sufficient 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/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.



PUBLIC IMPROVEMENTS



- Preferred Public Improvements

Preferred Public Improvements

Throughout the development of the Plan, community members identified public improvements that they would like to see in 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. **Figure X** below provides a map highlighting location and type of public improvement.



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.





Improved Pedestrian and Bicycle Connections

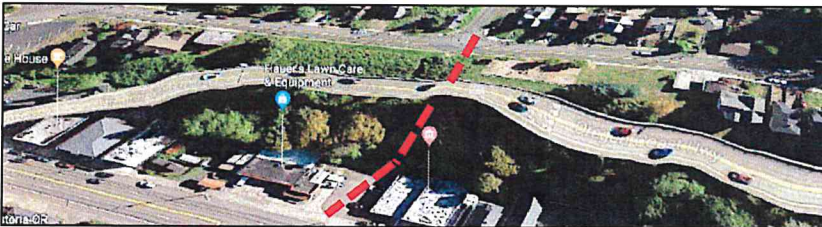
Improving pedestrian and bicycle connections is a key element of the Uniontown Reborn Master Plan. Cyclists visit the area via the Oregon Coast Bicycle Route and access to the multiuse trail or businesses along the river often requires passage through Uniontown. Astoria's hills and steep slopes create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



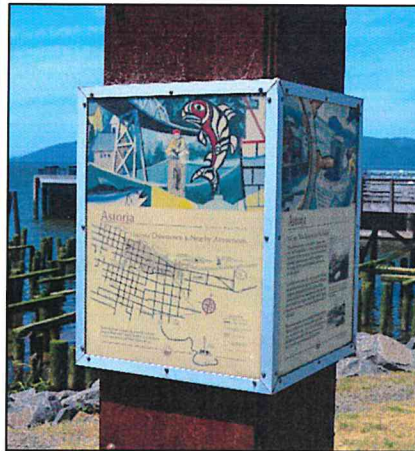
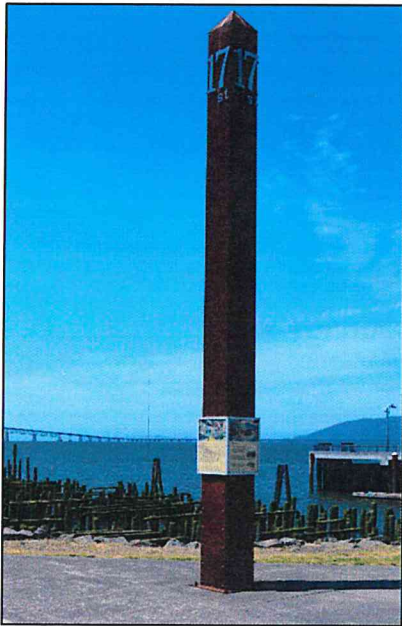
Connection from Kingston Avenue



Connection from Melbourne Avenue

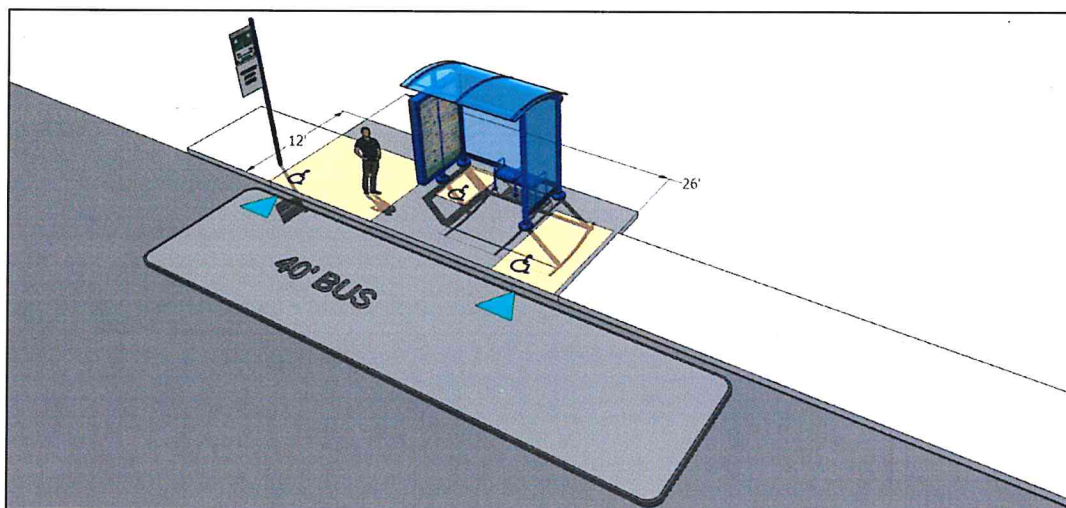
Wayfinding Improvements

Community members desire to create 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 impact 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. Two locations have been identified for exploration of public parking use: the Astoria Wauna Credit Union and Enterprise Rent-A-Car properties.



Astoria Wauna Credit Union



Enterprise Rent-A-Car Center

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