ASTORIA

Uniontown Reborn Master Plan

Creating a Great Pacific Northwest Gateway to Astoria

September 2019

CITY OF ASTORIA

Founded 1811 • Incorporated 1856

[This page is intentionally left blank.]

LIST OF APPENDICES

ACKNOWLEDGMENTS

Stakeholder and Technical Advisory Committee (STAC)

Brett Estes, City of Astoria
Mike Morgan, City of Astoria
Nathan Crater, City of Astoria
Michael Duncan, Oregon Department of Transportation (ODOT)
Ken Shonkwiler, Oregon Department of Transportation (ODOT)
Keith Blair, Oregon Department of Transportation (ODOT)
Dorothy Upton, Oregon Department of Transportation (ODOT)
Kristi Gladhill, Oregon Department of Transportation (ODOT)
Jenna Berman, Oregon Department of Transportation (ODOT)
Tony Snyder, Oregon Department of Transportation (ODOT)
Katie Rathmell, HLC
Richard Curtis, AFD
John Edwards, City of Astoria
Brookley Henri, Astoria Planning Commission
Caroline Wuebben, Holiday Inn Express
Dan Hauer, Hauer's Lawn Care and Equipment
David Reid, Astoria-Warrenton Area Chamber
Jeff Hazen, Sunset Empire Transportation District
Jim Knight, Port of Astoria
LJ Gunderson, Historic Landmarks Commission and Design Review Commission
Nancy Montgomery, Columbia River Coffee Roasters
Jared Rickenbach, Design Review Commission

Project Consultant Team

Matt Hastie, APG
Jamin Kimmel, APG
Scott Richman, Jacobs
Brooke Jordan, Jacobs
Stuart Campbell, Jacobs

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 Recommendation Summary
- Transportation Recommendation Summary
- Public Improvement Recommendation Summary

Plan Purpose and Project Goals

Purpose

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

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

Goals

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

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

Study Area and Existing Conditions

Study Area

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

Existing Conditions

- **Land Use Conditions:** The Uniontown Reborn study area includes a diverse range of land uses. The existing land uses can be broadly categorized as industrial, commercial, and residential. The study area includes a range of types of uses within these three categories, particularly industrial and commercial uses.
- **Economic Conditions:** Uniontown's economic conditions are based on both industrial employment and businesses related to tourism and retail. Housing affordability is a challenge for Uniontown and preserving the historic character of the neighborhood is a top priority among community members.
- **Transportation Conditions:** West Marine Drive is a major, auto-oriented commercial corridor in Astoria that runs through Uniontown. High traffic volumes provide Uniontown with lots of visitors and people passing through daily. Sidewalks and bicycle facilities exist, but in spots they are narrow or uncomfortable to use. Bus transit service also exists along this corridor. As West Marine Drive moves east, closer to downtown Astoria, the street transforms into a more pedestrian-friendly environment.

Land Use Recommendation Summary

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

Uniontown Overlay Zone and Subareas

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

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

Uniontown Overlay Zone Code Recommendations

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

Allowed and Prohibited Land Uses

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

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

Setback and Landscaping

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

Building Height and Massing

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

Off-Street Parking

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

Design Standards and Guidelines

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

Transportation Recommendation Summary

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

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

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

Preferred West Marine Drive Reconfiguration

- A four-lane cross-section throughout Uniontown: two westbound lanes, one eastbound lane, and a center two-way left turn (TWLT) lane between the Smith Point Roundabout and the Columbia Avenue/West Bond Street intersection. Changes to the cross-section would also include westbound and eastbound bike lanes and segments of on-street parking.
- This reconfiguration would bring safety benefits to the corridor. Spot locations could experience a crash reduction as high as 27 percent, depending on site-specific crash patterns and the specific lane configuration.
- Most Uniontown intersections are expected to meet their mobility targets in 2035, meaning people will be able to efficiently get where they need to go. The intersection of West Marine Drive/Columbia Avenue/West Bond Street is forecasted to operate slightly over the Oregon Department of Transportation (ODOT) mobility target.

Preferred Pedestrian Facility Improvements

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

- Widening sidewalks to a minimum of 6 feet.

- Adding a planting strip buffer between the roadway and sidewalk where feasible.
- Upgrading crossings and curb ramps and improving lighting.

Preferred Bicycle Facility Improvements

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

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

Preferred Transit Facility Improvements

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

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

Preferred Driving Facility Improvements

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

- Removing the eastbound lane between Smith Point Roundabout and 8th Street and maintaining the right turn lane at US 101 bridge.
- Adding a 14-foot-wide center two-way left turn (TWLT) lane along most of the corridor.
    - The two-way left turn lane would be removed between Portway Street and the US 101 bridge to accommodate bridge columns in median and to provide pedestrian median refuge and left turns at Bay Street.
- Removing the two-way left turn lane between Basin Street and Columbia Avenue/West Bond Street to retain on-street parking.

Public Improvements Summary

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

Enhanced Pedestrian Crossings

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

Lighting Improvements

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

Improved Pedestrian and Bicycle Connections

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

Wayfinding Improvements

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

Transit Stop Improvements

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

Potential Off-Street Parking

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

Gateway Opportunities

One element of the Uniontown Reborn Master Plan is to consider gateway opportunities that are welcoming to the City of Astoria. Uniontown is often the first neighborhood people pass through as they enter Astoria. Adding a welcoming gateway provides an opportunity to create a memorable entry into the City that embodies Uniontown's working waterfront history.

INTRODUCTION

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

Plan Description

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

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

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

Plan Goals and Vision

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

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

Study Area and Map

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

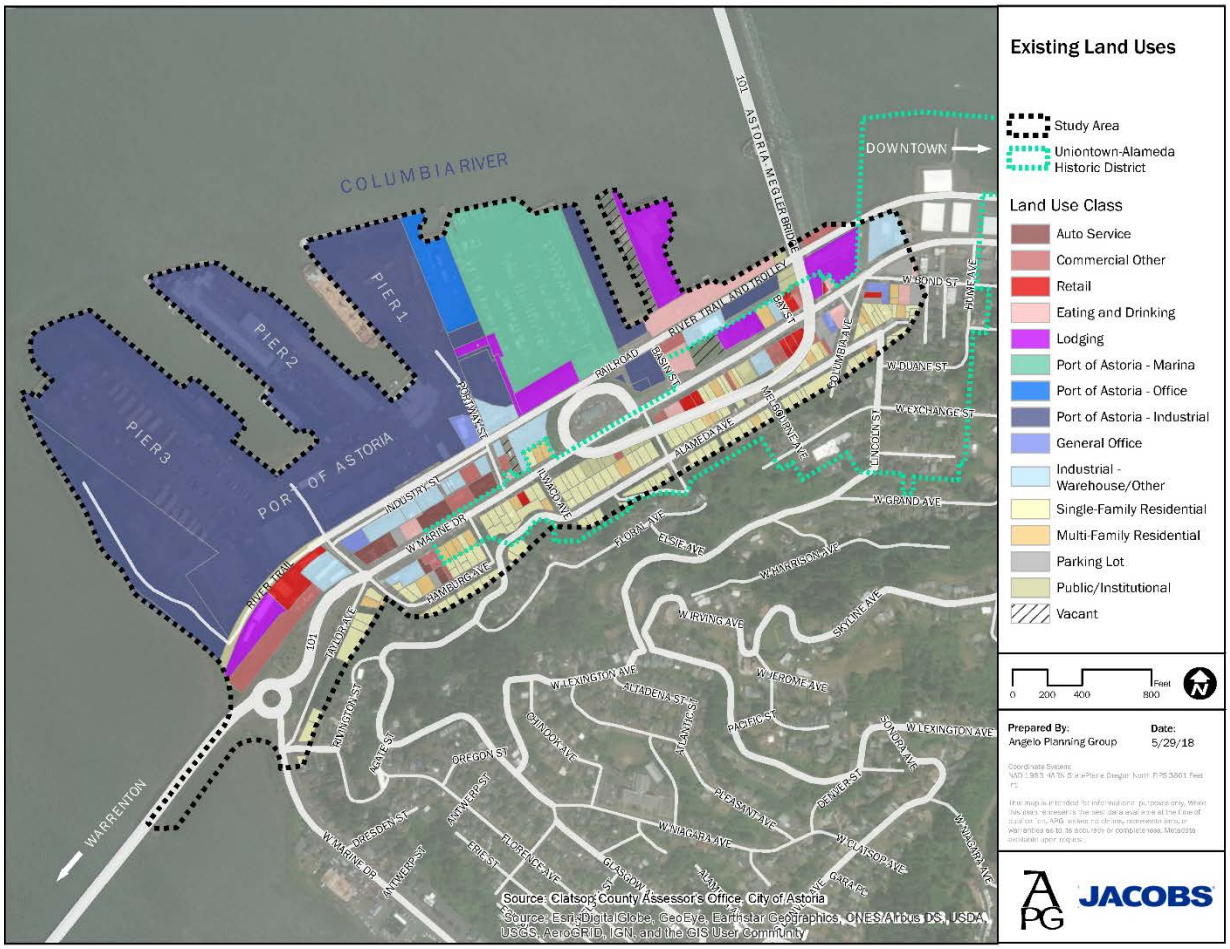
Figure 1: Study Area

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 D for more detail.

- **Existing land uses:** Existing land uses in the study area are diverse and include industrial, commercial, and residential uses. Uniontown features several larger "anchor uses," notably the industrial and commercial tenants in the Port of Astoria, the West Basin Marina, two hotels, and two motels. A variety of commercial uses generally front West Marine Drive and multiple residential uses are also adjacent to this arterial on lots that are zoned commercial.
- **Property ownership:** Property ownership is relatively fragmented in the study area, with the exception of the Port of Astoria that owns a substantial portion north of West Marine Drive, and several other single property owners that control large sites suitable for development or redevelopment.
- **Development capacity:** Based on analysis of the ratio of improvement values to land values, a number of parcels in the study area are either vacant or minimally improved and have potential to redevelop.

Clusters of these developable parcels are located on the west end of Marine Drive, along Portway Street, and along Basin Street.

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

Economic Development Conditions

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

- Employment in Astoria is likely to grow by approximately 1 percent annually, adding around 1,400 total new jobs by 2040. This employment growth could require ~125 acres of developable and redevelopable land in Astoria. Some rezoning and intensification may be required to accommodate these new jobs, and as a mixed-use area, Uniontown may accommodate some of the growth.
- Citywide, educational services, health care, and social assistance are Astoria's primary employers. Uniontown's employer profile differs from the city, with a cluster of seafood processing and other manufacturers as its main economic drivers. In the coming years, the Port of Astoria will continue to drive Uniontown's economy and future industries might include industrial-flex or light manufacturing.
- Uniontown contains a cluster of tourism-related and retail businesses that are important to the area's identity. Improvements to Uniontown, which is already a primary gateway for tourists entering the city from the north and the south, may enhance Astoria's appeal as a destination and, with other tourism-supportive investment, increase tourism spending in Astoria.

- Preserving the historic character of Uniontown ranked as the most important economic development priority in the survey administered by the City of Astoria in 2018, which indicates a continuing preference for legacy businesses along the US 101 corridor in Uniontown.
- Housing affordability is a challenge for Uniontown and Astoria and is a key economic development priority. Anecdotal evidence suggests that many Astorians find it difficult to obtain housing aligned with their income. Meanwhile, land constraints and market conditions make new housing construction challenging.
- Adaptive reuse of buildings in Uniontown is a priority among the community. Infill, small-scale redevelopment and rehabilitation of existing properties may be helpful strategies to demonstrate development feasibility and create local momentum and interest.

Transportation Existing Conditions

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

Pedestrian Facilities

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

Bicycle Facilities

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

Transit Facilities

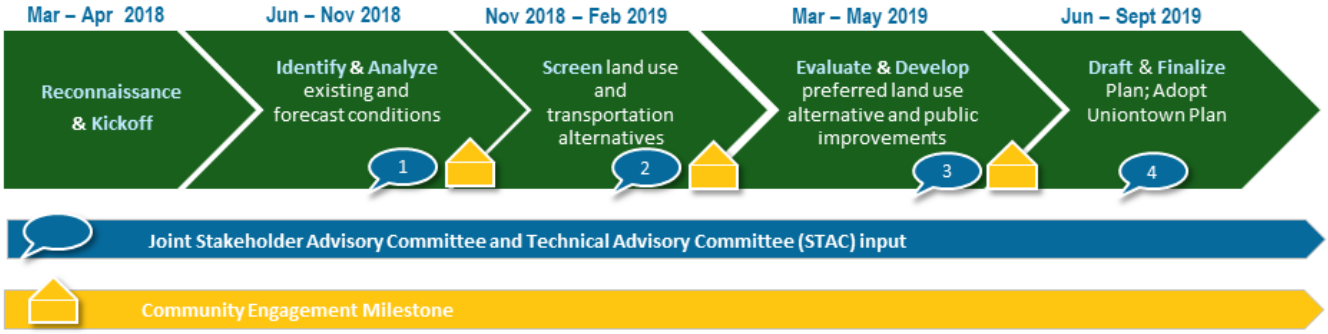
Transit service is provided in Astoria through the Sunset Empire Transportation District. Daily bus service is provided throughout Astoria, connecting to Warrenton, Hammond, Seaside, Cannon Beach, and Rainier. The Pacific Connector route connects Astoria to Cannon Beach and Tillamook on the weekends,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

Driving Facilities

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

Plan Process

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



Public Involvement

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

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

Outreach Summary

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

Stakeholder Interviews

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

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

Stakeholder Mailings

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

Project Website

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

Property and Business Owner Survey

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

- Tourism-related business – 23%
- Restaurant/food service – 20%
- Retail – 16%
- Utility/Government – 13%
- Maritime industrial – 7%

- Food processing – 6%
- General industrial – 6%
- Automotive-related – 3%
- Chamber of Commerce – 3%

Joint Stakeholder and Technical Advisory Committee (STAC)

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

Public Community Events

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

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

LAND USE RECOMMENDATIONS

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

Introduction of the Land Use Recommendation

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

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

Uniontown Overlay Zone Summary

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

Boundary

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

Subareas

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

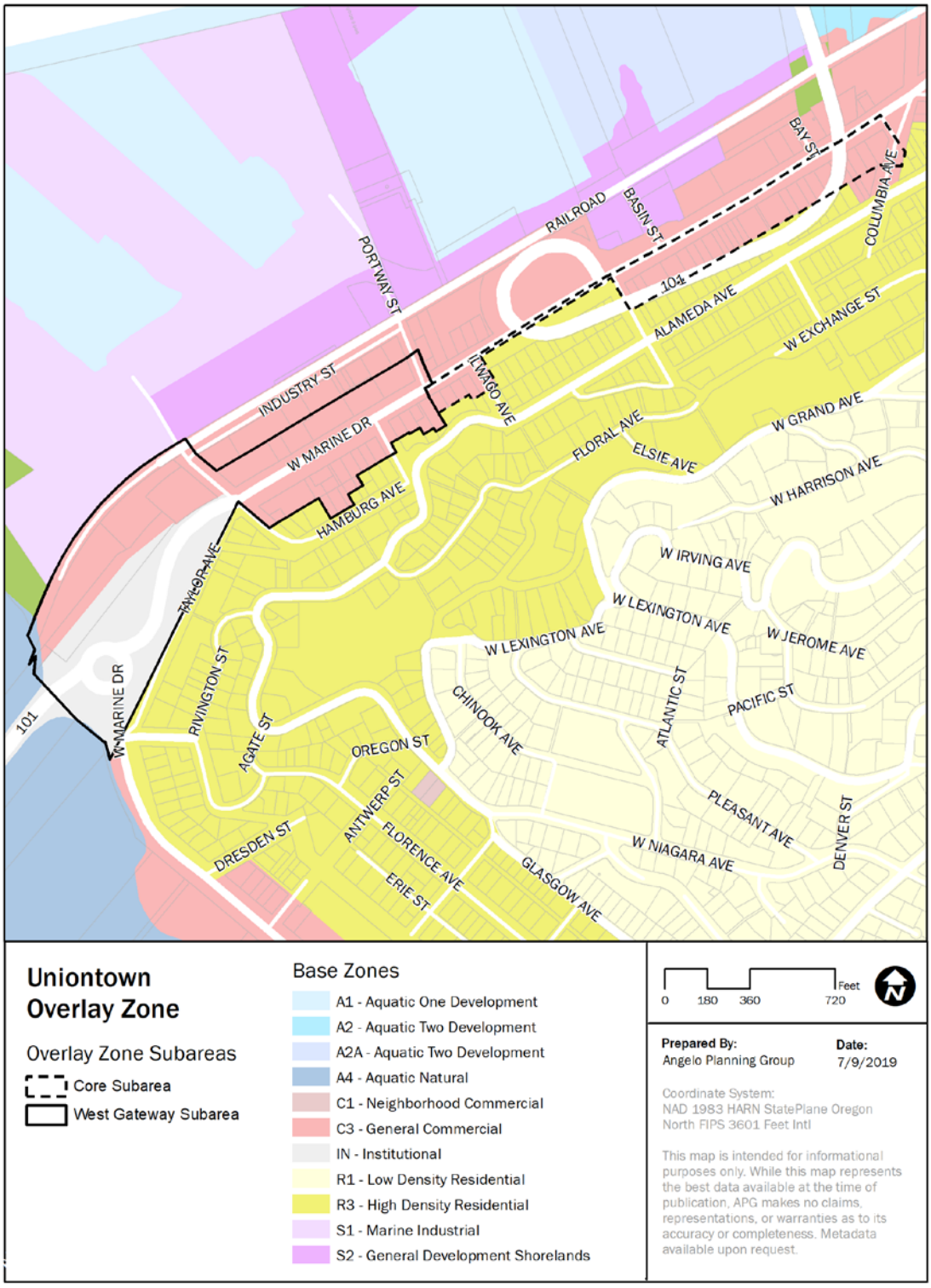
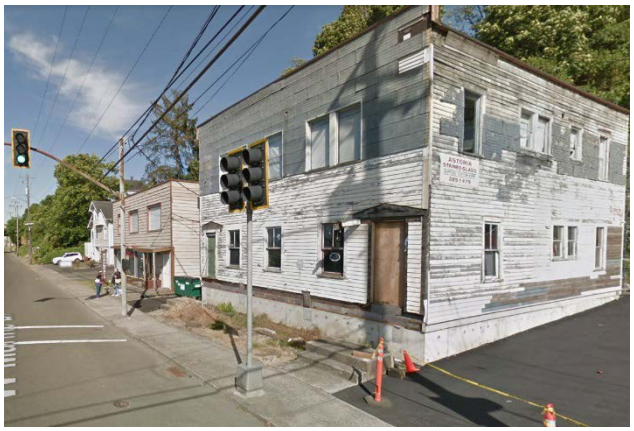


Figure 3. Proposed Uniontown Overlay Zone (UTO)

West Gateway Subarea

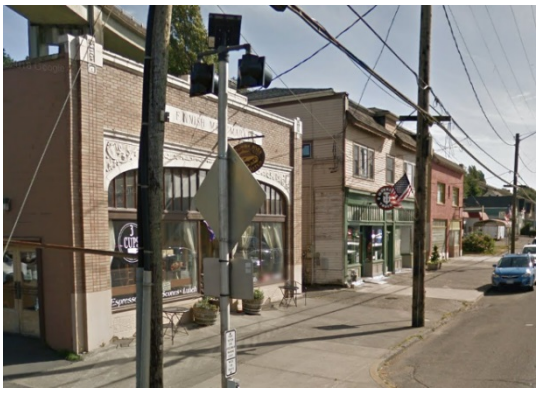


Size: Approximately 16 acres

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

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

Core Subarea



Size: Approximately 10 acres

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

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

Uniontown Overlay Zone Code Concepts

The land use recommendations for the Uniontown Reborn area address each topic area below by providing background information and the recommended approach to implementing the vision for the area. The five topic areas were identified through public involvement, and input from the STAC and City Staff. Because two

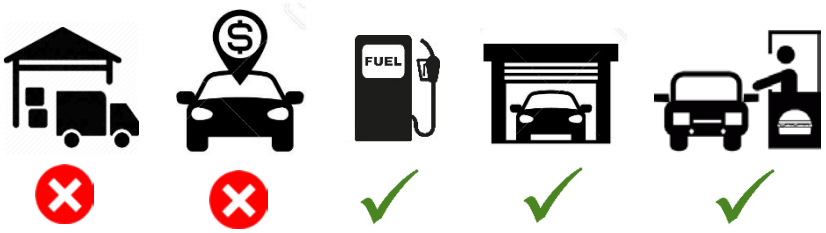
subareas are proposed as part of the Uniontown Overlay Zone (UTO), recommendations for certain topic areas are to be tailored to each subarea.

Use Regulations

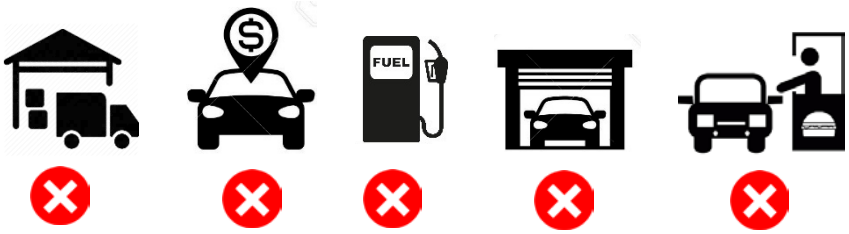
Background: Existing use regulations along the West Marine Drive corridor allow some commercial and industrial uses that do not contribute to the goal of creating a walkable, pedestrian-friendly, commercial district. Auto-oriented commercial businesses, drive-through businesses, and some industrial uses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

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

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



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

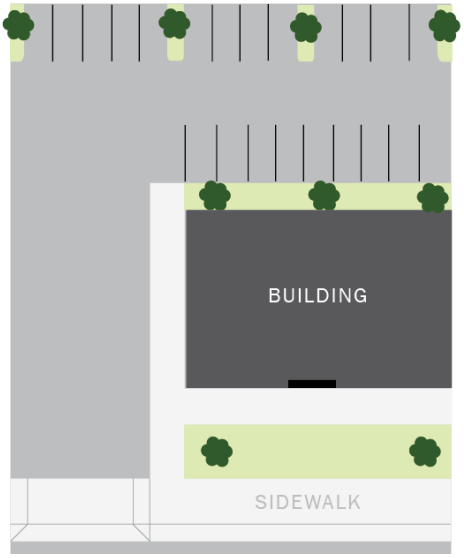


Setbacks and Landscaping

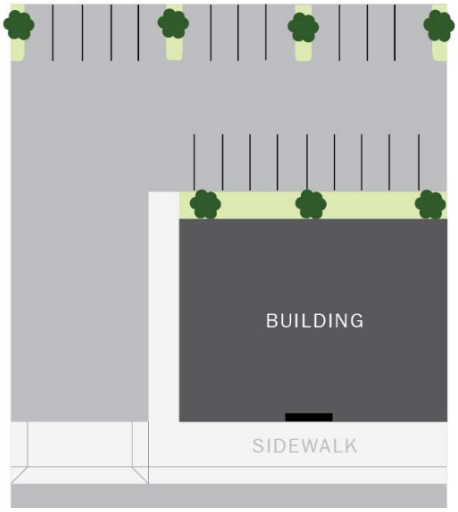
Background: Current zoning along the West Marine Drive corridor does not establish setback regulations but does require a minimum of 10 percent landscaping on each lot. The community has expressed a strong desire for improved landscaping along the corridor on both public and private properties. Most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

Recommendation:

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



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



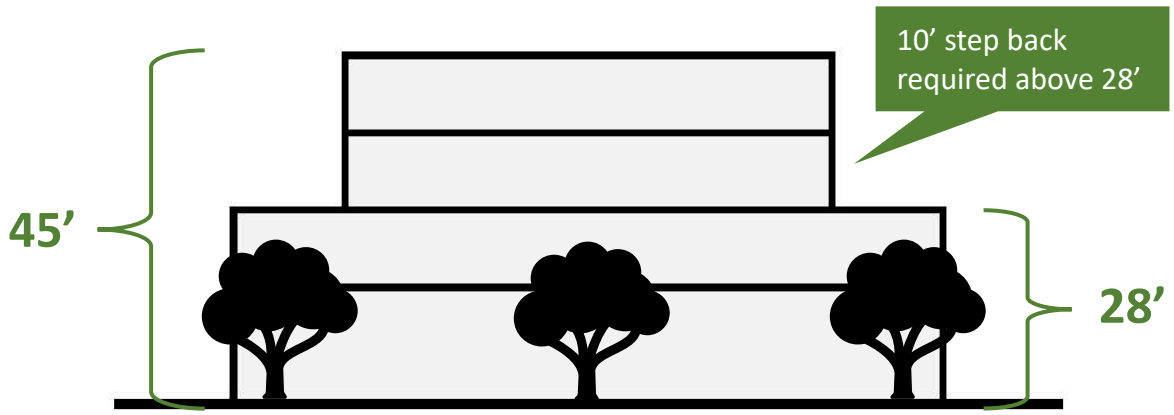
Building Height and Massing

Background: Zoning in the study area currently allows for a maximum building height of 45 feet (a three- to four-story building) with no requirements for 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 present in areas where it is currently most visible south and east. Allowing for slightly taller buildings improves the likelihood of new development and redevelopment in the corridor for the following reasons:

- Higher-development intensities allow for more rentable space, generating higher revenues, and making development projects more feasible.
- A height limit of 28 feet will limit buildings to two stories. Two-story mixed-use development is uncommon in the marketplace and therefore could be difficult to finance. Two-story single-use buildings such as offices or apartments may be feasible but are also less common than three- or four-story buildings.

- A height limit of 35 feet could allow for a three-story mixed-use building but presents a difficult height limit to work within. Ground floor retail typically requires higher floor-to-floor heights than other uses, meaning that a 35-foot height limit allows little room to maneuver for architects.
- Many developers rely primarily on the residential portion of a mixed-use development to make the development financially feasible. Lenders sometimes treat ground-floor retail in mixed-use buildings as a loss-leader and, as such, underwrite development projects on the basis of the residential program exclusively. Therefore, for mixed-use projects, allowing additional residential stories above ground-floor-commercial generally increases project feasibility. This also will help the city meet goals for increasing the supply of housing in this area and in the city generally.

Recommendation: Allow for a maximum height of 45 feet throughout the UTO but require any part of the building above 28 feet to be stepped back from the main 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.

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

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

Design Standards and Guidelines

Background: Current zoning regulations along the corridor do not require a design review process and do not establish any specific design standards or guidelines for new buildings, except for historic design review if the construction is adjacent to a historic property. Most of the properties included in the proposed UTO are located in the Uniontown-Alameda National Register Historic District, which was designated as a historic district in 1989. The district includes 132 contributing buildings, constructed between 1883 and 1938.[1] To preserve the historic character, the City established design standards and guidelines as part of the BVO to prohibit inconsistent design and building elements.

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

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

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

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

TRANSPORTATION RECOMMENDATIONS

- Roadway Reconfiguration
- Transportation Recommendations by Mode
- Reconfiguration Benefits and Impacts

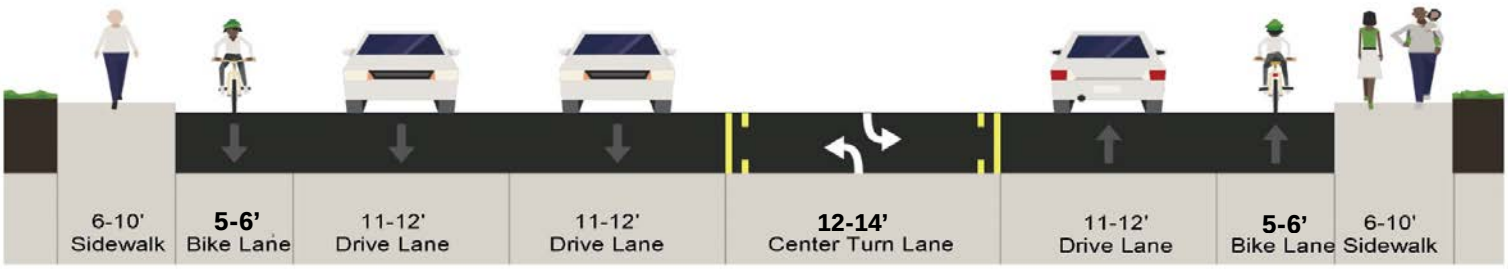
Roadway Reconfiguration

Transportation Recommendation

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

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

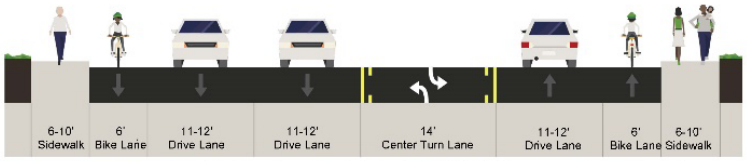
Figure 4. Preferred Transportation Alternative



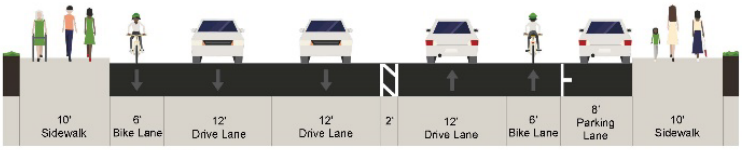
The cross-section would include westbound and eastbound bike lanes and segments of on-street parking. The reconfiguration of the West Marine Drive corridor would also include updated pedestrian and transit facilities to comply with the specifications in the ODOT Highway Design Manual and to facilitate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

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

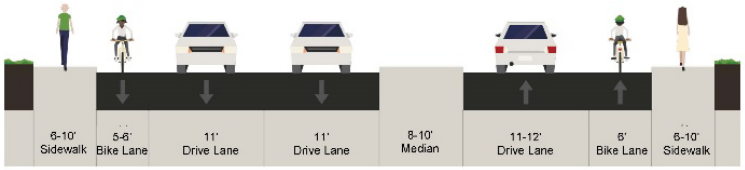
Owing to the wide range of available curb-to-curb widths, the Tier 2 analysis identified six unique cross-sections for West Marine Drive. Proposed roadway cross-sections for both the Downtown and Uniontown portions of the study area can be seen in Appendix J cross sections A through F and in Figure 5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



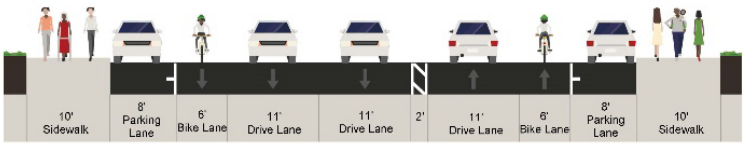
Cross Section A Hamburg to west end of elevated US 101 bridge approach • east end of elevated US 101 bridge approach to US 101 Bridge intersection • Bay Street to Motel 6 Driveway • Columbia Street intersection



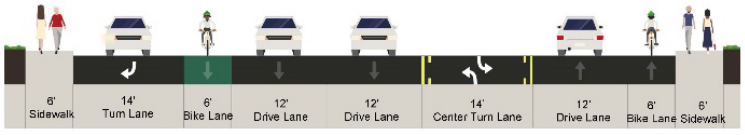
Cross Section D Motel 6 Driveway to Bay Street intersection



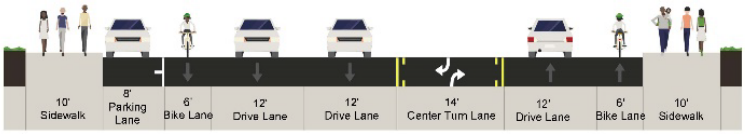
Cross Section B Underneath elevated US 101 Bridge approach (west) • Bay Street intersection



Cross Section E Bay Street to Columbia Avenue



Cross Section C US 101 Bridge intersection to Bay Street



Cross Section F Bay Street to Columbia Avenue

Figure 5: Marine Drive Cross Section Alternatives

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

design process that follows the master planning work would further evaluate the detailed design of the corridor.

Cross Section Alternatives Considered

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

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

Transportation Recommendations by Mode

Recommended Pedestrian Facilities

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

Proposed Pedestrian Improvements:

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

Recommended Bicycle Facilities

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

Proposed Bicycle Improvements:

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

Recommended Transit Facilities

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

Proposed Transit Improvements:

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

Recommended Driving Facilities

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

Proposed Driving Improvements:

- Remove the eastbound lane between Hamburg Avenue and Columbia Avenue/Bond Street and maintain the right turn lane at the US 101 bridge.
- Consider obtaining exception to ODOT design standards for travel lanes of less than 12 feet because West Marine Drive is a State-designated freight route.
- Add a center two-way left turn lane along most of corridor.
- Bay Street intersection design and development considerations must include:
    - Providing public parking to offset any spaces removed.
    - Eastbound left turns onto Bay Street allowed until TSP project to connect Basin Street and Bay Street is completed.
    - Enhanced pedestrian crossing with raised median near Bay Street.
    - Maintaining acceptable levels of congestion.
- Remove center turn lane between Basin Street and Columbia Avenue/West Bond Street to retain on-street parking.
- The City shall mitigatedisplaced on-street parking by securing off-street parking spaces for public use before any lane configurations are constructed. Additional off-street parking areas should be in close proximity to the area where the on-street parking was lost.

Reconfiguration Benefits and Impacts

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

Recommended Pedestrian Travel Conditions

A pedestrian level of service (LOS) was developed to evaluate the pedestrian network along West Marine Drive. The LOS assessed the presence of sidewalk or pathway, a buffer zone (i.e., bike lane, shoulder,

landscape strip, or on-street parking), street lighting, and the number of travel lanes and vehicle speeds of the roadway. The LOS measured pedestrian conditions on a scale of excellent to poor. An excellent rating requires that there be a sidewalk on both sides of the street, with a landscape buffer. A poor rating denotes gaps within the sidewalks along the corridor. Traffic speeds, volumes, and sidewalk widths were also included in the LOS rating.

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

Recommended Bicycle Travel Conditions

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

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

Motor Vehicle Safety

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

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

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

Future Mobility Targets and Intersection Impacts

The 2035 traffic operations were analyzed for the West Marine Drive corridor under the preferred alternative (Appendix J). This analysis included the preferred alternative for the Astoria Uniontown study area and

assumed that West Marine Drive was reconfigured to a four-lane cross-section between the Smith Point Roundabout and Columbia Avenue/West Bond Street. The analysis found that:

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

RECOMMENDED PUBLIC IMPROVEMENTS

- Recommended Public Improvements

Recommended Public Improvements

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

Figure 6: Public Improvements Map

Enhanced Pedestrian Crossings

Improving pedestrian safety along West Marine Drive is a critical aspect of this Plan. Enhanced pedestrian crossings are needed along Marine Drive in locations where crossings currently do not exist or where crossings need enhancements to increase safety for pedestrians. Enhanced crossings for Uniontown could include highly visible striping, signage, a pedestrian refuge island in the middle of the roadway, and a pedestrian-actuated

signal such as rectangular rapid flash beacons. The proposed locations for five enhanced crossings have been identified: eastbound and westbound approaches of the West Marine Drive roundabout, West Marine Drive and Portway Street, West Marine Drive east of the Astoria Fire Station, and West Marine Drive and Bay Street.

Lighting Improvements

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

Improved Pedestrian and Bicycle Connections

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

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

Connection from Kingston Avenue

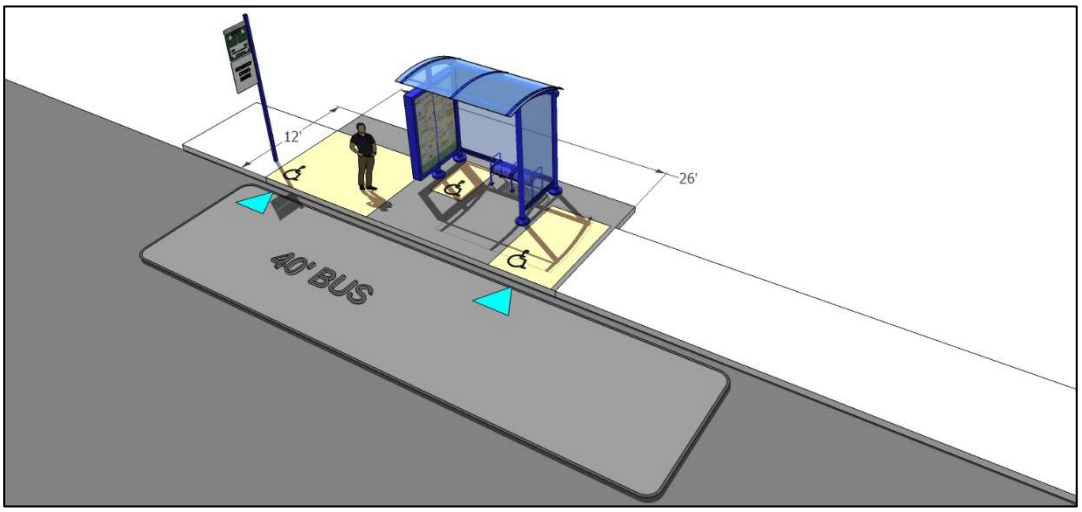
Connection from Melbourne Avenue

Wayfinding Improvements

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

Transit Stop Improvements

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



Potential Off-Street Parking

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

parking can be an additional expense for developers and at times a barrier for new development or redevelopment projects. To ensure ample parking availability, one solution is to create public parking lots in unused lots or in currently underutilized parking areas. Off-street parking lots shall be created to replace lost on-street parking before any lane configurations are constructed that would reduce on-street parking. Any new parking lot should be in close proximity to the area where the on-street parking was lost.

Utility Relocation

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

Gateway Opportunities

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

Smith Point Roundabout Gateway Concept

Astoria-Megler Bridge Toll Plaza Gateway Concept

APPENDICES

Appendix A: Stakeholder Interview Summary Memorandum

Appendix B: Property and Business Owner Survey Summary Memorandum

Appendix C: Plan Assessment Memorandum

Appendix D: Land Use Conditions Memorandum

Appendix E: Baseline Transportation Conditions Memorandum

Appendix F: Methodology and Assumption Memorandum

Appendix G: Economic Conditions Memorandum

Appendix H: Evaluation Criteria Memorandum

Appendix I: Land Use and Transportation Alternatives Memorandum

Appendix J: Preferred Land Use and Transportation Alternatives Memorandum

Appendix K: Implementation Measures Memorandum

Appendix L: Summary of STAC Meetings and STAC Roster

Appendix M: Summary of Public Events

Appendix N: 2013 Astoria Transportation System Plan

Appendix O: 2013 Astoria Transportation System Plan Amendments

APPENDIX A: Stakeholder Interview Summary Memorandum

JACOBS

Subject	**Stakeholder Interviews Summary Memorandum**
Attention	Mike Morgan, City of Astoria David Helton, ODOT
From	Scott Richman, Jacobs Brooke Jordan, Jacobs
Date	April 26, 2018
Copies to	Michael Duncan, ODOT

This memorandum outlines the purpose of the stakeholder interviews, a preliminary list of stakeholder groups, and draft interview questions. The purpose of the stakeholder interviews is to identify key issues of concern, obtain input on their vision and goals for the Study Area, and determine how they or their organizations want to be involved in the project. The consultant team will conduct six interviews with small groups or individual stakeholders and provide a summary of the interviews once they are completed.

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

Interview format

Project staff provided an overview of the purpose and benefits of the Astoria Uniontown Reborn Master Plan and asked a series of questions. An overview is detailed below. Interviews explored certain questions more

than others dependant upon the stakeholder and their specific background and interest in the Uniontown Reborn Master Plan

Project overview

The Uniontown neighborhood serves as gateway to Astoria and is an important center for industrial and commercial activity. The study area spans a portion of West Marine Dr. from Smith Point to Bond St. and includes land adjacent to West Marine Dr. plus land to the north that is designated for commercial, industrial, and mixed-use development. Although the Uniontown neighborhood has a central location and historic character, it has not experienced the same level of investment as downtown Astoria.

The Uniontown Reborn Project will develop a unifying vision for Uniontown and surrounding lands to maintain the area's distinct historic aesthetic, coordinate land use and transportation improvements, and identify economic opportunities. The Project will recommend changes to the City's plan designations, zoning and land use regulations; develop design standards to encourage pedestrian-friendly, transit-friendly development and redevelopment; and develop a set of recommended public investments to support the vision and planned land uses, including investments in the transportation system to support multiple modes of travel.

Stakeholder questions:

- Tell us about you and your organization. What is your interest in the Uniontown area?
- Given the purpose and objectives of this project, what is your organization's vision for the Uniontown area?
- Based on this vision, what are some examples of successfully achieving this vision?
- What are the most important elements for this project to achieve?
- What do see as potential challenges to achieving this vision?
- How would your organization like to be involved in this project?

Interview #1 Tues 4/10 10:30 AM with Robert (aka "Jake") Jacobs and Donna Quinn – Cannery Pier Hotel

- Jake owns the Cannery Pier Hotel. He is an architect and led the hotel development, along with being instrumental a key player in getting the riverfront trolley in operation. He also owns the Atomic (former Lamplighter) Motel on W. Marine Drive, directly east of Uniontown.
- Jake's desired vision is to revitalize and increase activity in Uniontown, including a vibrant marina village with hotel, restaurant, and conference/meeting space. There is opportunity to increase the variety of local businesses to serve more people living in the area. He noted SE Clinton, SE Division and parts of NE Alberta mixed use/business districts as successful examples of redevelopment in Portland.
- Astoria needs a critical mass of housing to address demand and affordability, and to support economic development.
- In 2002-03, the City initiated the Astoria West Urban Renewal District (URD). The City applies a 2% lodging tax dedicated to public improvements. URD has been catalyst for John Englund and other new buildings built in the area.

- Jake used to own the dock in front of NW Natural, and he expects the large Astoria warehousing property just east of Uniontown will be sold to a developer. He expressed concern that it could be a hotel ("Kleenex box on edge with windows"). He suggested expanding the study area to include the warehousing along W. Marine Drive to leverage more compatible development.
- Dave Webber owns the Holiday Inn and the former Café Uniontown building to be used for meeting space. Eric Brouchard, who owns the Albatross restaurant downtown, recently purchased the historic Finnish bathhouse building.
- Mark Hollander (from Seattle) is developing a Marriott east of Uniontown, and his development group also acquired property east of the Red Building for a new hotel.
- Uniontown has lost some historic buildings. The River Theatre and Shanghai Theater used to be in Uniontown. Remaining historic that contribute to its unique identity and are relics of the Finnish history, e.g., Suomi Hall, need to be preserved.
- Within the URD, we need to look at Uniontown in more detail. Jake supports the Bornstein proposal to expand their seafood processing facility to incorporate a "visitor experience" (similar to the Tillamook Cheese Factory). Mike noted that in San Diego, fishermen have organized to sell to visitors direct by the docks. Nowhere here can you see live salmon, so this could be an opportunity to connect people with the working waterfront.
- Donna directs sales and marketing for the Cannery Pier Hotel, and she is also the Oregon Coast Visitors Association Director. Parts of the OR Coast are grappling with "overtourism". Cannon Beach is a poster child for overtourism during peak Summer months. The OCVA is trying to promote agritourism and promoting areas off Highway 101 that are accessible from other roads and don't required people to drive through the more congested parts of communities. The OCVA is also focused on completing the OR Coast Trail.
- Regarding transportation, Jake is generally OK with Marine Drive. However, if someone develops and reduces access, it could be problematic. Bond needs be repaired to be 2-way. The bigger traffic problem on Marine Dr. is around Safeway east of the Maritime Museum. The real problem is what are we doing with the historic and new buildings, and the neighborhood.
- Jake and Donna want to be involved in the Uniontown Reborn process. There is a community leadership void in Uniontown since Rae Goforth passed away. This study could help revive the Uniontown Association of community members with vested interests including people with roots here. People need to knock on doors to get Uniontown people engaged in working together to plan and implement improvements. They support holding smaller, focused meetings. Donna would be at meetings and keeping Jake informed.

Interview #2: Tuesday, April 10th at 11:30 AM with Teresa Brownlie — NW Natural Gas

- Clatskanie to Cannon Beach is Teresa's service area as Community Affairs Manager
- NW Natural is ~1.5 years from selling property just west of the Port warehouses
- Site currently houses multiple trucks and two crew trucks.
- United Way Office used to be in building basement (until 9/11)
- Teresa is a Chamber Ambassador and NW Natural is a member of Uniontown; interested in participating moving forward
- Site hosted 2011 Oregon Chamber Ambassador Convention

- Traffic congestion in the summer is very bad. Would like some way to move more people and ease congestion.
- Pedestrian crossing by the coffee shop is an issue as drivers don't always stop; RRFB or other treatment needed, could consider grade separation for pedestrian safety
- Support landscaping improvements in public ROW; site to east of NW Natural is unsightly; Daniel Sturgill does NW Natural landscaping

- Talk with NW Natural in Portland for future use as philanthropic; NW Natural cannot sell for a profit
- Would like to see a family oriented place without taking away from the working port
- NW Natural site is in Bridge Vista Overlay Zone
- Will be important to look at and integrate Tsunami Zone Mapping; Teresa attended Oregon Emergency Management event in Sunriver; local geologist Tom Horning may have insight
- Red Lion — interest in renovation and affordable housing Red Lion
- Supports re-opening Bond street (MM $300-400k project)

Interview #3: Tuesday, April 10th at 2:00 PM with Diana Kirk – Workers Tavern owner

- Workers Tavern has served as café or bar since 1926
- Uniontown was thriving area in the 1960s, started dying in 1980s.
- Area is older than downtown; renter friendly environment
- A lot of Worker Tavern patrons live in Uniontown on Alameda Ave

- Speed of traffic, lack of safe turning area onto Marine Drive, and limited on-street parking
- Driveways on Marine Driveway are scary and can be blocked by parked cars; Doughboy Monument blocks visibility for driving westbound on Marine from downtown.
- Pedestrian crossing near Tavern is hard to see due to being in bridge shadow and not easy to cross
- Proponent of signal and connecting Bay Street; it would be a lot safer
- Vision: two lanes of traffic with a 15-foot sidewalk with room for planers and on-street parking; better access from Bay and more inviting environment for all users

- Desire for "friendliness—looks like there's life"; Alameda Street has some younger residents
- A lot of empty buildings; Red Lion has awesome potential
- Festival space of some kind — Downtown Astoria does not have large public festival space
- Finnish Boarding House — apartments being evacuated
- Potential for condos and other housing
- Neon lighting was used in the 1960s
- Need for a grocery; a lot of Worker Tavern patrons live on Alameda Ave
- Apartment on west end turning into laundromat

- Ron — owns NW Wild Products in Marina
- Chester — owns Riverwalk Inn
- Floyd Holcomb —owns Pier 39, grew up in Uniontown

- David — owners of hair salon by Golden Luck, has a lot of ideas
- Talk with Bridgewater Bistro owner
- Talk with M & N Workwear owner

Interview #4: Tuesday, April 10th at 4:00 PM with Tom and Than Tussing – Astoria EcoWash

- The Tussings own the Astoria EcoWash and former fuel station property with the taco truck, plus the adjacent Dutch Bros and Fast Lube & Oil properties. They primarily work with and lease properties to automotive-oriented businesses.
- Their properties are space-constrained and they have considered purchasing the "old Bartlett property" for an auto repair business. Delphia Oil owns the old fuel station and the site of a former marijuana dispensary that exploded directly north of the former fuel station.
- Several other properties surrounding their businesses along W. Marine Drive and north of them – between Hamburg and Portway have been neglected for a long time and have contamination. The Tussings only purchase clean properties. The Bartlett property is supposed to have a DEQ No Further Action, but Tom has not seen this. The old gas station site (vacant) on the NW corner of W. Marine and Portway could be an improved access opportunity.
- They want to maintain vehicle access to their properties. There is a lot of traffic in and out of Dutch Bros and the EcoWash/taco truck lots. They are creating more permanent barriers between the Dutch Bros and Fast Lube properties for safe vehicle circulation. Old gas station - not clear on ownership, but could be access opportunity.
- Traffic backs up on W. Marine Drive, especially westbound. The lift span on the bridge to Warrenton causes congestion when it is raised for trawlers destined to J&H Boat Works. Traffic signals that have been added in Warrenton cause queuing back into Astoria. Typically, there are not too many eastbound traffic backups at the west end of Astoria, but there are at the east end around Safeway.
- The vertical curve at Hamburg is an issue for low boys.
- W. Marine Drive has a bike lane, but there was a bicyclist fatality within the last two years on the south side of the highway. Than suggested that the Old 101 route may be better for bicycling, and Mike added that it may be better to have the designated bike route through Lewis & Clark vs Warrenton.
- E-mail (than@fastlubeandoil.com) is the best way to communicate and to keep Tom and Than engaged in the process.

Interview #5: Wednesday, April 11th at 10:00 AM with Jim Knight, Port of Astoria Director (the following notes are in addition to notes shown below from the 3/19 meeting with Jim).

- Jim's top priority is the Pier 3 Expansion, including rebuilding the southwest side which is dilapidated pilings. Bergson Construction facilities are moving out, and the Port wants to expand the area for logging operations. Only use is small area for fishing and pleasure craft. Logs currently moved from Pier 3 to Pier 1. Homeland Security is requiring more security of the Port cargo areas.
- Pier 2 is Da Yang and Bornstein seafoods operations. Bornstein "Seafood Factory" could be at the south end to take up most of their current parking. The areas south of Piers 2 and 3 are ripe for development. The Riverwalk Hotel will be under new operation in November. The Port is tying the building directly east of the Hotel into the new operator's lease. The Port will sell the Chinook Building

located to the east of that building. The parking lot south of the Chinook building is Port owned and it is fee parking. Mostly for fishing customers. Vision for Marina Village and trigger will be sale of Riverwalk Hotel.

- The Port will be leasing site E. of Port warehousing to Astoria Forest Products. Basin Street, which is already used for the Red Building and the Cannery Pier Hotel, will be getting a lot more use because it will serve the future Marriott and future Chinook building use (restaurant) plus marina village.
- Jim would expand cruise ship facilities to add dock area and fill in water areas to expand cruise ship amenities.
- The Port would like better access off of the highway roundabout for large trucks that serve the Port. Most log trucks access at Hamburg.
- Portway does not function well, particularly for large vehicles that need to make very wide turns to access W. Marine Drive from Portway. The whole area between Portway and Hamburg on N. side is big "area of concern". A lot of underground fuel contamination. Jim would remove old buildings and get sites cleaned up. How would the City zone this? Jim does not think Uniontown needs more motels/hotels.
- The Port does not like the public parking lot that Business Oregon and the City developed. This lot requires access through the logging truck operations area, and the Port closed this access after a woman stopped her car under logging equipment that was holding large logs over her vehicle. The lot is isolated, hidden and it is not well lit, since people have vandalized and stolen copper wiring from light fixtures. People use the lot for illicit activities. He would like to see this lot removed and relocated to a more safe and visible location – possibly closer to Englund Marine could be better.

Interview on March 19th:

- Port of Astoria operations: Vessels are either cargo (primarily logging exports) and Cruise Ships
- Pier numbers go up heading west. Port of Astoria office on Pier 1
- Pier 1: Logging: Doug Fir and Hemlock — primarily exports to China
- Pier 2: Fish Processors — Da Yang and Borstein are large seafood processors
- Pier 3: Rebuild is plan for more logging and cruise ship capacity
- Log operations export is largest Port employer and revenue generator

- Cruise ships all stop here to and from Seattle; currently 2,500 to 3,500 passengers; future could be 3,500 to 6,00 in the future
- Cruise ships create heavy traffic, with busses, motor vehicles, and pedestrians; 100 “Cruise Host” volunteers
- Stop from ~ 8am to 5 pm; tour groups typically go south to Tillamook or north to Mount St. Helens
- Tourist go south to Tillamook and north to Mt. St. Helens; Sundial Travel coordinates most onshore tours and Cruise the West is cruise provider
- Astoria Trolley carries 40-50 people; Port and cruise hosts run circulator shuttle that runs to 17th and Marine Drive
- Visitors are mostly older demographic and some are foreign (typically from Asia)
- Disney Cruise Ship coming for first time in Fall 2018

- Only two access points to the Port: Portway and West Access

- Safety and ease of traffic are important, especially for logging trucks
- Portway is a narrow street — constrained ROW
- Access to Hwy 101 was planned near Best Western, which could have been a potential solution
- There was a fatality near Portway ~2 years ago

- Potential sale of hotel and redevelopment to east of Red Building. Astoria warehousing uses could change: e.g. river cruises, beer distribution, etc.
- Bornstein Seafoods— potential similar to Tillamook Cheese Factory
- Need for better jobs and housing without compromising new corridors; family wage jobs are preferable to service industry jobs
- Potential Portway east through Central Waterfront
- Gas station – could be redevelopment. Mostly used as Portway Tavern parking
- Minimal restaurants serving Port workers and surrounding area

Interview #6: Wednesday, April 11th at 2:00 PM with Rachel Jensen, Lower Columbia Preservation Society

- Rachel is a 4th generation Astorian and she has lived here most of her life.
- The LCPS is a 20 year-old 501 c (3) organization that a group of historic homeowners started. One original member donated property to LCPS that they have sold and which has provided funding for staff (Rachel). She had been LCPS President for 3 years and she is their first staff member.
- Uniontown has largely retained its historic working class neighborhood character since she's been here. Her vision is to maintain the historic character and provide better ways for people to identify properties that are historic. She is interested in the study looking at means to preserve historic buildings, including overlay zoning.
- The LCPS Board is concerned about historic structure demolitions in Astoria, including in the Uniontown neighborhood. The building next to the Triangle Tavern was demolished. It was historic but had been altered.
- Buildings on the corner by the Doughboy monument are in the historic district but are not historic or adjacent historic properties. Some buildings could go through the City's Historic Landmarks Commission to bring back to historic status.
- The LCPS has discussed doing a conditions assessment, which could be 6-8 month process.
- Most residences are apartment buildings. Some larger boarding houses have been for sale. There are some distressed properties that have been neglected. The scale of some larger residential buildings is hard to maintain, but would not want to lose the historic integrity.
- The Maritime Memorial could be more visible and accessible.
- John Goodenberger is a Historian and prominent faculty person at Clatsop Community College. He consults with the City, including on the repairs/renovations to the Doughboy monument, and the Finnish Boarding House. Lucien Swerdloof is the Dean of CCC's Historic Preservation Program.
- Last weekend there was a Siekh monument rededication event. Former Siekh building in Uniontown and monument was stolen several years ago. They plan to have a gathering event there every July.

- City has Historic Landmark Commission and Design Review Commission. Society is interested in code development. Rachel wants to know what is going on, and she is open to serving on the Study Advisory Committee.

Interview #7: April 13th via telephone with Raven Brown – Helping Hands

- Helping Hands is a 501 c(3) that was founded 16 years ago to serve people in need, including homeless people.
- HH serves up to 190 homeless people a night, and operates facilities in four counties in 11 communities. The former Finnish boarding house in Uniontown will be HH's 12th facility and 3rd building that they have purchased. Of HH's 12, the Uniontown building will be the best equipped and in the most central location with good access.
- HH is halfway through a 90-day waiting period to complete the property transaction. There are four occupied apartment units in the building. HH is working with the NW OR Housing Authority on getting these tenants relocated.
- Less than 40% of HH tenants have drug or alcohol addictions. All staff are HH graduates. People in HH program are required to do drug/alcohol testing and mandatory volunteer hours. HH makes sure residents have WIC and food stamps. There is a concerning increase in the number of children in need of HH housing. HH does not serve sex offenders or people not ready to change their lives. Work with case management.
- 65-70 people will reside in the Uniontown facility. The basement has wheelchair access and commercial kitchen. 2-3 floors are boarding house style for re-entry program. Six months-1 year is duration of residency because of the lack of affordable housing/workforce housing in and around Astoria.
- First floor emergency shelter with 4-day max. And can continue to live there while waiting (wait list) for re-entry. HH welcomes people contacting them with questions. They have a lot of public safety measures and have great relationship with law enforcement. Community Action has difficulty keeping tabs on people and they submit info
- HH asked Columbia Pacific to host a community forum in Astoria. They did at CCC and it was a great event. HH is already serving a lot of people from Astoria. It will be referral only for tenants. Hospitals, warming center, fire/police, DHS and others can refer people to HH.
- For the building, HH will make repairs/renovations thar are compliant with City building and historic preservation code. They will repair exterior damages from the 2007 storm and some interior repairs, plus all windows will be replaced. Going to see if CCC historic craftman class could partner with them. Tillamook building is also historic. HH has been working with City.
- For the Uniontown planning study, HH's emphasis will be that the plan needs to meet the needs of people HH is serving. HH is in communication with Jeff Hazen with the Sunset Empire Transit District, and he offered to put SETD stop in front of facility. He is in Rotary with Raven. Pedestrian safety is very important. Affordable food options, including a grocery store, would be very beneficial.

APPENDIX B: Property and Business Owner Survey Summary Memorandum

JACOBS

Subject	**Property and Business Owner Survey Summary**
Attention	Mike Morgan and Brett Estes, City of Astoria
From	Scott Richman, Brooke Jordan, and Drew DeVitis, Jacobs
Date	July 25, 2018
Copies to	Michael Duncan, ODOT

Introduction

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. This Plan will develop a unifying vision for Uniontown and adjacent lands to maintain the area's distinct historic aesthetic, coordinate land use and transportation improvements, and identify economic opportunities. Feedback collected from the Uniontown neighborhood and Astoria community at large is key to success of the plan and will inform future public policy and investment decisions in Uniontown.

The Uniontown Reborn survey was targeted toward citizens, businesses and property owners located in Uniontown, and made accessible to the Astoria community at large. The City of Astoria developed a press release with a link to the survey at tiny.cc/uniontownrebornsurvey, which was circulated by the The Daily Astoria on July 3rd and by the City to property owners in the Astoria study area. 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%

The following sections discuss results from the survey. Charts are used to summarize the results received from both outreach methods. A supplementary report is also attached, which provides compiled results from survey responses.

Uniontown Today and the Ideal Future

Members of the public to provide feedback were asked to use three words to describe the Uniontown area today and the ideal future of Uniontown. These questions illuminated how the public currently sees Uniontown, and the community's vision for the future of area. For illustration, Figures 1. and 2. Below show the most common words utilized by survey respondents.

Figure 1. Words Describing Uniontown Today

As seen in Figure 1., public feedback recognized the historic and industrial character of Uniontown today. However, a significant number comments addressed the aesthetics of the area; using words such as rundown, neglected, shabby, tired, uninviting, and unwelcoming. At the same time, comments addressed the potential in Uniontown, and see the neighborhood as an interesting, affordable area that serves as a gateway and commercial hub.

Figure 2. Words Describing the Ideal Future of Uniontown

When describing the ideal future of Uniontown, members of the public emphasized the preserving historic nature of the area, while improving the aesthetic character. Comments expressed the desire for a vibrant, welcoming, walkable neighborhood that provides a unique, attractive, affordable, and interesting sense of place.

Uniontown Reborn Goal Areas

The survey also asked members of the public to identify their priorities for addressing three key Uniontown goal areas:

1) Create a balanced and efficient **transportation system** that better accommodates a variety of travel modes to offer attractive options for those who live, shop, and travel through the Study Area;
2) Identify **design** standards and streetscape improvements, improve neighborhood **aesthetics**, and create an attractive and welcoming entry to Astoria; and
3) Establish a community vision to support development of regulations and strengthen the **livability and economic vitality** of the area.

Specifically, the survey asked for public feedback on each goal area, enabling respondents to rate potential issues to address on a scale of: Very Important, Important, Somewhat Important, or Not Important

Transportation System

Out of five potential topics to address, the top three priorities identified by the public for improving the transportation system were:

- Safety, comfort, and access for walking and biking (55% Very Important, 28% Important),

- Traffic Congestion: (42% Very Important; 40% Important)
- Freight and port/maritime access (43% Important; 34% Very Important)

The results show that the public values balancing the safe and efficient movement of vehicles, freight and port access, and people walking and bicycling. Public feedback suggested that lack of on-street parking in Uniontown and connections with shuttles and transit service are less important consideration

Neighborhood Design and Aesthetics

Out of nine potential topics to address, the top five priorities identified by the public for improving neighborhood design and aesthetics were:

- Architectural design standards for new buildings for consistency with historic character (68%)
- Façade improvements (56%)
- Public landscaping amenities such as plantings in the public right of way (52%)
- Public art (45%)
- Landscaping standards for private development, such as parking lot landscaping (43%)

The priorities identified are consistent with public feedback about the ideal vision of Uniontown to maintain the historic character of the area, while creating a more vibrant, attractive, welcoming environment. Feedback indicated less of a priority for signage and wayfinding, a clear, distinct Uniontown brand, or gateway feature at the Astoria Megler Bridge or Young's Bay Bridge. More illustrative examples may be necessary to convey these concepts to the public.

Economic Development

Out of eight potential topics to address, the top four priorities identified by the public for economic development and vitality were:

- Preserve the historic character of Uniontown (80%)
- Encourage adaptive reuse of buildings and warehouses (73%)
- Support the working port and maritime industries (65%)
- Encourage family wage jobs (53%)

Similarly, the priorities identified are consistent with public feedback about the ideal vision of Uniontown to maintain the historic character of the area, while supporting the adaptive reuse of buildings and the working port and maritime industries. Feedback indicated less of a priority for entrepreneurial co-working space and incubators, expanding housing opportunities, and flexibility in the application of development code. More specific examples through the economic analysis of the study area may be helpful to illustrate these ideas.

U.S. 101 – West Marine Drive

As U.S. 101 – West Marine Drive serves as the major arterial corridor through the Uniontown, a key project focus is creation of alternative street design cross sections within the West Marine Drive public right-of-way in City to better accommodate and encourage use of a variety of transportation options and improve safety, access, and connectivity. The survey asked members of the public to prioritize seven potential improvement opportunities along the West Marine Drive corridor, and the top priorities identified were:

- Safety, comfortable pedestrian facilities, such as an enhanced mid-block crossing (47% Very Important, 31% Important),
- Safety, access, and connectivity for travel and turning movements onto and off West Marine Drive (45% Very Important, 34% Important)
- Freight and/port maritime access improvement (26% Very Important, 39% Important)
- Safe comfortable bicycle facilities (33% Very Important, 21% Important)

Similar to public feedback about the overall public transportation system, the West Marine Drive responses reveal the importance of solutions that balance the safe and efficient movement of vehicles, freight and port access, and people walking and biking on West Marine Drive. While the responses revealed that safe, comfortable bicycle facilities were identified as less of a high priority that pedestrian facilities, it is important to note that U.S. 101 – West Marine Drive coincides with the Oregon Coast Bike Route (OCBR).

ODOT is leading a planning effort to examine and identify opportunities to increase the safety, accessibility and enjoyment local community members and travelers on the OCBR, and a recent survey found that a substantial majority of recreational bicyclists start the route in Astoria. Transportation analysis to be completed for the Plan in the Fall of 2018 will address a proposed reconfiguration of West Marine Drive between the roundabout at the east end of the Young's Bay Bridge and the western terminus of the one-way couplet through downtown Astoria. This concept would change the existing four-lane section with two traffic lanes in each direction, to a three-lane section with one through travel lane in each direction and a center two-way left-turn lane center two-way left-turn lane. This modified section is intended to facilitate better safety, mobility, and access for vehicles and freight movement, enhanced crossings for people walking and bicycling.

Public feedback through the survey indicated that connections with transit service, a gateway feature at the Astoria Megler Bridge or Young's Bay Bridge and landscaping amenities and design standards in the public right-of-way are less important priorities. As recommended above, more illustrative examples may be necessary to convey these concepts to the public.

APPENDIX C: Plan Assessment Memorandum

Subject	**Draft Memorandum #1: Plan Assessment**
Attention	Mike Morgan, City of Astoria
From	Jamin Kimmell and Matt Hastie, APG Scott Richman and Brooke Jordan, Jacobs
Date	April 26, 2018
Copies to	David Helton, ODOT

Purpose and Overview

The purpose of this memorandum is to summarize key aspects of currently adopted plans, related documents, ongoing projects, and previous planning efforts that will inform the development of the Astoria Uniontown Reborn Master Plan ("Uniontown Reborn"). The memorandum is organized around each of the key documents that were reviewed:

- Astoria Comprehensive Plan
- Astoria Development Code
- Advance Astoria: Economic Development Strategy (2017)
- Astoria Affordable Housing Study (2015)
- Astoria Transportation System Plan (2013)
- Astoria Port/Uniontown Transportation Refinement Plan (2006)
- Trails Master Plan (2013)
- Sunset Empire Transportation District Long-Range Comprehensive Transportation Plan (2016)
- Astoria Historic Preservation Plan (2008)
- Rehab Astoria Right (2013)
- Astoria Buildable Lands Inventory (2011)
- Astoria Riverfront Vision Plan (2009)
- Astor-West Urban Renewal Plan (2002)
- Astor West Urban Renewal District Storefront Improvement Program (2016)

- Astoria Gateway Area Transportation and Growth Management Plan (1999)
- Astoria Gateway Master Plan (1997)

An inventory of documents, data, and other information is detailed in the Background Information Memorandum, which is included as an attachment to this memorandum (see Attachment A). A brief review of each document and an assessment of its relevance to the Uniontown Reborn plan is included below.

Astoria Comprehensive Plan

The City of Astoria Comprehensive Plan, originally adopted in October 1979 and amended as recently as July 2016, provides policies and implementation recommendations related to long-term development and growth management of the city. These policies and strategies are organized into plan elements according to goals. As an acknowledged plan, these goals, policies, and recommendations have been found to be consistent with County and State land use planning goals and policies. Plan elements include:

- Land and Water Use
- Columbia River Estuary Land and Water Use
- General Development
- Urban Growth
- Economy
- Housing
- Historic Preservation
- Parks, Recreation, and Open Space
- Transportation
- Air, Water, and Land Quality
- Geological and Flood Hazards
- Energy Conservation
- Forest and Natural Resources
- Procedures and Participation

The following policies are relevant to and may inform the development of the Uniontown Reborn Plan.

General Development Policies (CP.010 - CP.028)

> *General Land and Water Use Goals (CP.010 - CP.028), Policy 1. 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.*

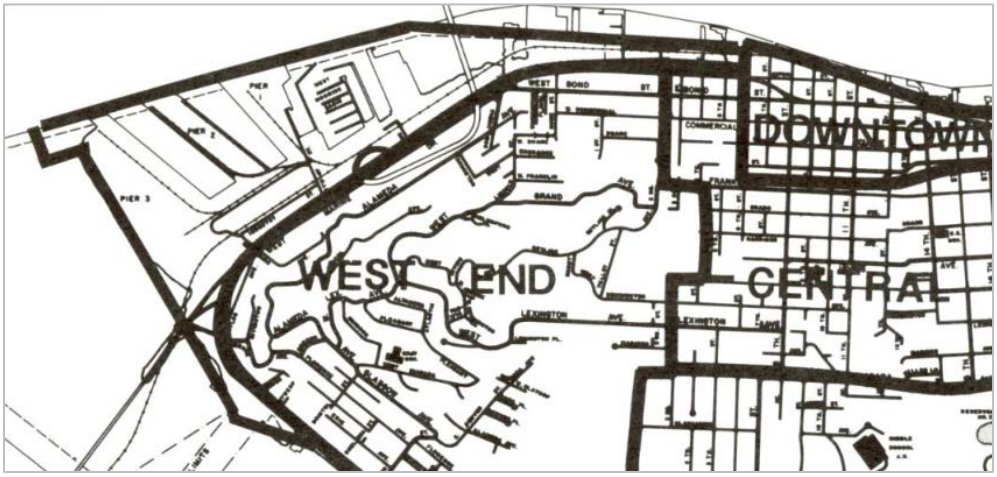
This policy emphasizes the primacy of retaining and enhancing the existing historic character of the City's neighborhoods and waterfront areas to the City's overall development goals. This is a central goal of the Uniontown Reborn plan.

Area Descriptions & Policies (CP.030 - CP.105)

These sections of the Comprehensive Plan establish special areas or districts within the City and outline policies to guide development in that area. Three areas are relevant to the current plan:

West End Area Policies (CP.035). As shown in Figure 1, the West End area encompasses the residential areas in the hills to the south and upland of the study area. A portion of the study area overlays the West End area, between Alameda Avenue and Marine Drive on the north side of the area. Policies associated with the West End generally emphasize preserving the quiet residential character of the area, consideration of landslide hazards and stormwater management due to steep slopes, and stable residential zoning. There may be opportunities to enhance connections between the West End and the Uniontown area. Additionally, the plan will need to consider any impacts of commercial or industrial land uses on this adjacent residential neighborhood.

Figure 3: General Land Use Areas (Comprehensive Plan)



Port-Uniontown Overlay Area (CP.037). This overlay area coincides with the boundaries of the Uniontown Reborn study area. The overlay was adopted to implement the Port-Uniontown Transportation Refinement Plan (2006) ("Refinement Plan"). The policies associated with the overlay area generally call for the City to implement the recommendations of the Port-Uniontown Transportation Refinement Plan.

- Policy 1 in this section defines six policies that relate to desired outcomes for development and improvement in the area. The Uniontown Reborn plan may consider incorporating and amending this overall policy framework.
- Policies 2-5 in this section are directives for City-led implementation of the plan. The status of these implementation steps and relevance to the current plan are reviewed in the section below that addresses the Refinement Plan.

This section of the Comprehensive Plan should be updated, or completely replaced, as part of the implementation of Uniontown Reborn in order to clarify the goals and policies that apply to this area.

Astoria Riverfront Vision Overlay Area Policies (CP.068). This section implements the Astoria Riverfront Vision Plan (2009) ("Riverfront Vision Plan"). The Riverfront Vision Plan was developed to address a series of land use, transportation, and scenic, natural, and historic resource issues along the Columbia riverfront in the City. The plan integrated four subareas: Bridge Vista Area, Urban Core Area, Civic Greenway Area, and Neighborhood

Greenway Area. The Bridge Vista Area overlaps the study area for the Uniontown Reborn plan; a more detailed assessment of this area is provided in the section on the Riverfront Plan below. Additionally, the Uniontown Reborn plan should consider how the goals and objectives of the plan relate to the overall goals and objectives of the Riverfront Vision Plan, as defined by the policies in this section of the Comprehensive Plan.

Additional Goals and Policies

The following additional goals and policies of the Comprehensive Plan are relevant to Uniontown Reborn:

Urban Growth (CP.110 - CP.125). This chapter summarizes the findings of the City's Buildable Lands Inventory (BLI) and defines associated growth management policies. A review of the City's BLI is provided in the relevant section below.

Aquatic and Shoreland (CP130 - CP.186). This chapter demonstrates conformance with Statewide Planning Goals 16 (Estuarine Shorelands) and 17 (Coastal Shorelands). A substantial portion of the study area, primarily within the Port of Astoria, is designated for aquatic or shorelands uses and development. Significant changes to land uses in these areas is not envisioned as part of the Uniontown Reborn plan; however, any proposed changes will need to continue to conform to the requirements established by this section of the Comprehensive Plan.

Economic Element (CP.190 - CP. 210). This chapter describes the economic conditions and trends affecting the City and defines policies and goals to guide economic development. Astoria is an evolving economy experiencing a gradual shift away from natural resource-based industries to trade, tourism, and other industries. Large institutions in the City provide a base of professional-level jobs. The policies in this section generally emphasize strengthening the economy through diversification; support for downtown Astoria, historic preservation and placemaking; and continual evaluation of land dedicated for water-dependent development.

Historic Preservation (CP.240 - CP.255). This chapter establishes goals and policies for historic preservation. The Uniontown Reborn study area includes the Uniontown-Alameda National Historic District.

Parks, Recreation & Open Space (CP.260 - CP.275). This chapter emphasizes the importance of access to the river and the River Trail as a recreational amenity for the entire City. More information on the River Trail is provided in the section on the Trails Master Plan (2013) below. This chapter includes a specific reference to public access to the river within the Port of Astoria; the Uniontown Reborn plan may consider how proposed improvements will impact this policy objective.

> *Policy 15. The City will cooperate with the Port of Astoria to provide public access in the Port Docks area consistent with security considerations. Efforts should be made to maintain vehicle access to the ships docked along Pier 2. A fishing access area should be provided on the breakwater of the mooring basin when it has been completed.*

Transportation (CP.345 - CP.370). This chapter establishes a policy framework for transportation in the City. This policy framework was updated as part of implementation of the Transportation System Plan in 2014. More information on the policies and projects of the Transportation System Plan is presented in the section below.

Astoria Development Code

The City of Astoria Development Code implements the Comprehensive Plan by promoting land uses and development forms that are consistent with overall city goals and policies. The Uniontown Reborn plan will include an in-depth evaluation of zoning, development, and design standards as part of the existing conditions analysis. The plan will also ensure consistency with the Transportation Planning Rule and Goal 12 of the statewide planning goals, as noted in the summary review of state plans and regulatory documents. For the purposes of this memo, key Articles of the Development Code that will be relevant to the current plan are highlighted below:

- Article 2: Zoning. This article defines zoning designations, permitted and conditional uses, and basic development standards such as setbacks, height, and lot coverage. Zones that are located within the Uniontown Reborn study area are depicted in Figure 2 and the general purpose of each zone is summarized in Table 1.
- Article 3: Additional Use and Development Standards. This article establishes additional development standards, including transportation, access and circulation, and landscaping. The article also addresses regulations concerning special uses. The Uniontown Reborn plan will need to consider the relationship of existing development and design standards to any proposed design standards or guidelines.
- Article 4: Columbia River Estuary and Shoreland Regional Standards. This article establishes special regulations for development in aquatic areas and shorelands. These standards apply to properties in the Port of Astoria and the S1, S2, A1, and A2A zones. Revisions to these standards are not anticipated as part of the current planning effort; however, they do impact the types of uses and development that can occur in these zones.
- Article 6: Historic Properties. This article defines regulations and protections that apply to Historic Landmarks in the City. Properties in the Uniontown-Alameda Historic District that are designated as "primary" or "secondary" contributing structures are considered historic landmarks and are subject to these regulations. Exterior alteration, demolition, or moving of these structures—or new development adjacent to the structure—is subject to review by the Historic Landmarks Commission.
- Article 14: Miscellaneous Overlay Zones: The Bridge Vista Overlay Zone covers a portion of the Uniontown Reborn Study Area. The overlay zone establishes design guidelines and standards for new development in the area. The current plan will need to consider the relation of any new proposed designs standards or guidelines to these existing requirements.

Figure 4: Study Area Zoning

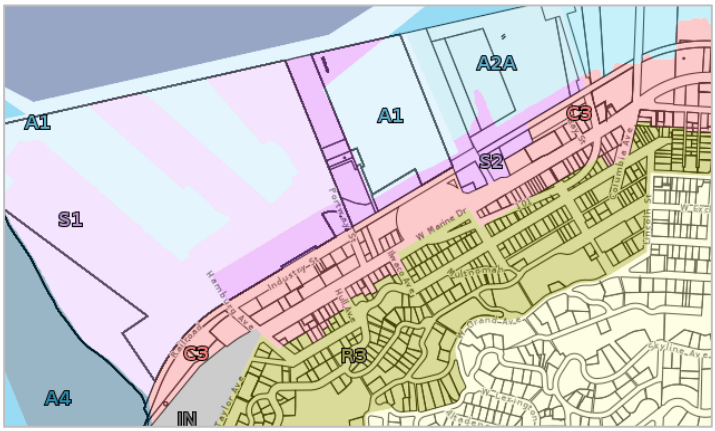


Table 1: Purpose Statements of Study Area Zones

Zone	Purpose Statement
A-1: Aquatic One Development	The purpose of the Aquatic One Development Zone (A-1) is to provide for the maintenance, enhancement and expansion of areas, activities and structures needed for navigation and for water-dependent industrial, commercial and recreational uses
A-2A: Aquatic Two-A Development	The purpose of the Aquatic Two-A Development Zone is to provide for its redevelopment as a mixed-use area while permitting exclusive office use on piling supported structures. The mix of uses shall provide for public access where feasible.
S-1: Marine Industrial Shorelands	The purpose of the Marine Industrial Shorelands Zone is to manage shorelands in urban and urbanizable areas especially suited for water-dependent uses and to protect these shorelands for water-dependent industrial, commercial and recreational use. The Marine Industrial Shorelands Zone includes areas with special suitability for water-dependent development.
S-2: General Development Shorelands	The purpose of the S-2 Zone is to provide an area where a mixture of industrial, commercial, residential, public and recreational uses can locate. Uses which are water-dependent or water-related and other uses which would benefit from a water-front location are preferred.
C-3: General Commercial	This zone is primarily for a wide range of commercial businesses, including most of those allowed in other commercial zones. Compared to the C-4 Zone, the C-3 Zone is more appropriate for uses requiring a high degree of accessibility to vehicular traffic, low intensity uses on large tracts of land, most repair services, and small warehousing and wholesaling operations. Unlike the C-4 Zone, there are maximum lot coverage, landscaping, and off street parking requirements for all uses.
IN: Institutional	This zone is intended to facilitate uses such as parks, public works, schools, museums, open space, and similar activities on property which is presently committed to such uses.
R-3: High Density Residential	The purpose of the R-3 Zone is to provide an area for high density residential development not exceeding an average density of 26 units per net acre, accessory uses, and certain public uses.

Advance Astoria: Economic Development Strategy (2017)

Advance Astoria is a 5-year economic development strategy for the City. The strategy is rooted in a community vision for Astoria's future economy:

> *Astoria is the North Coast center for economic development and international commerce and seeks to be the sustainable leader to support family wage jobs, entrepreneurs, and private investment. Astoria will work with its partners to grow 200 high wage jobs by 2021 and expand economic opportunities and prosperity for all Astorians.*

The strategy reviews global, national, and local trends that are affecting Astoria's economy, including the slowing of the Chinese economy, continued decline or resource-based industries, a strong "meds and eds" cluster in the City, and the need for new industries to support growth. The strategy notes that land supply for economic development is sufficient; however, select rezoning may be needed to accommodate particular uses.

The following actions identified in the plan are generally relevant to the Uniontown Reborn project:

- Action 4.1: Zoning Flexibility. Continue to provide flexibility in the interpretation and application of zoning requirements to encourage adaptive reuse and compatible commercial / industrial development
- Action 4.4: Shovel-Ready Certification. Develop a "Shovel-Ready" certification to focus interest and resources on key industrial and commercial development sites in Astoria. The Port Cargo Yard is identified as one potential site.
- Action 5.1: Neighborhood Centers. Continue to build on retail and service provision in Astoria's Uniontown and South Slope neighborhoods
- Action 5.3: Façade Improvement. Expand Astoria's "extreme makeover" matching grant program for continued façade improvement in Astoria's commercial centers
- Action 10.1: Maritime Expansion. Identify zoning and infrastructure-related challenges to the expansion of maritime and supporting uses on appropriate lands in Astoria

In addition to general economic development strategies, the plan outlines strategies to specifically support certain industry clusters (or "batches" as they are referred to in the plan). These batches are Craft Beverage & Fermentation; Education, Medicine & R&D; Maritime; Microenterprise; and Seafood Processing. Several specific uses or developments are identified that would support these industry batches. There may be an opportunity to explore potential sites for these uses in the Uniontown Reborn study area or to revise permitted land uses to support the following types of development. Identification of specific development potential and potential development code amendments should ensure local requirements such as access management, coordinated land use review procedures, and transportation facility standards and requirements are consistent with TPR requirements.

- Action 1.3: Seasonal Co-Housing. Explore the feasibility of private sector co-housing programs and other extended stay lodging options for seasonal or specialty workers in resource and related industries.
- Action 7.4: Commercial Kitchen. Facilitate a partnership to assess the feasibility of finding or developing a shared commercial kitchen for local value-added producers.
- Action 8.2: Lease this Brewery. Support a shared-equipment incubator concept or "lease this brewery" model to support the creation and growth of new craft beverage establishments
- Action 11.3: Astoria Co-Working Space. Support the creation of a co-working space in Astoria that allows employees and entrepreneurs to grow and work untethered.

Astoria Affordable Housing Study (2015)

The purpose of the Astoria Affordable Housing Study (2015) was to develop a broad picture of the state of affordable housing in the City, and to help identify and analyze existing and projected affordable housing needs through analysis of Census data, local and regional data, including market data from local realtors and property managers, and interviews with a broad spectrum of other stakeholders.

The data analyzed in the study and input from the community indicate that affordable housing at a range of price levels is a pressing need in the City. The following conclusions are recommendations of the study may inform the Uniontown Reborn plan:

- The perceived shortage of housing options is real and persistent, particularly for people with lower incomes.

- New development of market rate housing is economically viable in many areas of the City.
- The City's Buildable Land Inventory (BLI) may need to be revisited, as the study showed a surplus of land available for housing, but market factors indicate otherwise.

Given this context, the Uniontown Reborn plan could consider the role of the study area in meeting Citywide housing needs and the potential role for housing in meeting the goals and objectives of the plan. Much of the study area is designated for commercial and industrial development; however, there may be opportunities for specific types of residential development—particularly vertical mixed use—that would contribute to local housing needs and to the economic revitalization of the area.

Astoria Transportation System Plan (2013)

The Astoria Transportation System Plan (TSP) provides a long-term guide for City transportation investments by incorporating the vision of the community into an equitable and efficient transportation system. The plan evaluates the current transportation system and outlines policies and projects that are important to protecting and enhancing the quality of life in Astoria through the next 20 years. The TSP represents a collection of past and current ideas, incorporating projects, decisions and standards from past plans into a single document.

Three elements of the TSP are directly relevant to the Uniontown Reborn plan: goals and policies, planned improvements, and street designs standards.

Goals and Policies

Goals and policies of the TSP can provide a framework for evaluating transportation investments that are identified in the Uniontown Reborn plan. The text of each goal is provided below.

1) Health and Safety: Develop a transportation system that maintains and improves individual health and safety by maximizing active transportation options, public safety and service access, and safe and smooth connects for all modes.
2) Equity: Develop and maintain a well-connected transportation system that offers travel choices, reduces travel distance, improves reliability, and manages congestion for all modes.
3) Economic Vitality: Support the development and revitalization efforts of the City, Region, and State economies and create a climate that encourages growth of existing and new businesses.
4) Livability: Customize transportation solutions to suit the local context while providing a system that supports active transportation, promotes public health, facilitates access to daily needs and services, and enhances the livability of the Astoria neighborhoods and business community.
5) Sustainability: Provide a sustainable transportation system that meets the needs of present and future generations that is environmentally, fiscally, and socially sustainable.
6) Fiscal Responsibility: Plan for an economically viable transportation system that protects and improves existing transportation assets while cost-effectively enhancing the total system and pursuing additional transportation funding.
7) Compatibility: Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with County, State, and Regional plans.

Planned Improvements

Planned improvements identified in the TSP should be incorporated into the Uniontown Reborn plan. The TSP groups improvements into three categories: Driving Solutions, Walking and Biking Solutions, and Biking Solutions. Clipped maps of each of these sets of improvements, focusing on the project study area, are provided below, as well as descriptions of the projects found in the TSP.

Figure 5: Planned Driving Solutions Map (TSP)

Project D2. US 101-US 30 Coordinated Signal Timing: Optimize the existing traffic signals by implementing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets (Medium Term Likely Funded Plan).

Project D19. US 101/Hamburg Avenue/34th Street Safety Enhancement: Restrict access to left-in, right-in, right-out only or install a traffic signal and allow full access (Long-Term Phase 3 Aspirational Plan).

Project D21. Reconfigure Marine Drive to three lanes. Relocate the traffic signal from Commercial/9th Street to Commercial/10th Street (Short-term Likely Funded Plan).

Project D23. Bond Street Two Way. Re-open Bond Street to two-way travel and implement traffic calming (Long-Term Phase 1 Likely Funded Plan).

Project D24. Industry Street Extension: Extend Industry Street from Basin Street to the Bay Street extension as an Mixed-use local street (Long-Term Phase 1 Likely Funded Plan).

Project D25. Bay Street Extension: Extend Bay Street to the Industry Street extension as an Mixed-use local street (Long-Term Phase 1 Likely Funded Plan).

Project D34. Portway Street Capacity Enhancement: Improve to a Commercial/Industrial collector street cross-section. Move Portway Street centerline to the west to accommodate trucks making westbound right turns; requires right-of-way acquisition from parcel at northwest corner of intersection. Modify the approach to US 101 to include separate left and right turn lanes (Long-Term Phase 3 Aspirational Plan).

Project D35. Bay Street Upgrade: Improve to a Mixed-use local street cross-section (Long-Term Phase 3 Aspirational Plan).

Figure 6: Planned Walking and Biking Solutions Map (TSP)

Project CR01. US 30 and Bay Street Crossing Enhancements: Upgrade existing crossing to the highest-level pedestrian actuated beacon approved by ODOT (Long-Term Phase 1 Likely Funded Plan).

Project CR17. Roundabout Enhancements: Provide additional signage at roundabout to clarify expected behavior for bicyclists or consider alternate route using Taylor Avenue (Long-Term Phase 1 Likely Funded Plan).

Project P6. Alameda Avenue Community Based Solution: Develop a Community Based Solution (Long Term Phase 4 Aspirational Plan). Community Based Solutions are alternative (non-standard) improvements to walking or biking conditions that utilize community participation to guide project design. They are appropriate for areas where standard improvements are not feasible.

Project P7. Bond Street Sidewalk Infill: Complete sidewalk gaps on both sides of the street (Long-Term Phase 1 Likely Funded Plan).

Figure 7: Planned Biking Solutions Map (TSP)

Project B14. Alameda Avenue (North) Shared Roadway Enhancements Add wayfinding and shared lane markings (Short Term Likely Funding Plan).

Project B52. W. Marine Drive Bike Lanes: Re-stripe roadway to include bike lanes (Short Term Likely Funding Plan).

Project S1. Middle School Connector Bicycle and Pedestrian Trail: Develop Multi-Use Trail (Long term Likely Funded Plan).

Street Design Standards

As shown in Figure 6, the TSP designates functional classifications for streets in the Uniontown Reborn study area. Streets are designated as either Commercial/Industrial Collector, Commercial/Industrial Local, Mixed Use Collector, or Mixed Use Local. Optimum street design standards (cross-sections) for each of these classifications is defined in the TSP. The Uniontown Reborn Plan should use the optimum design standards as a starting point for any designs for specific streets that are defined as part of the plan.

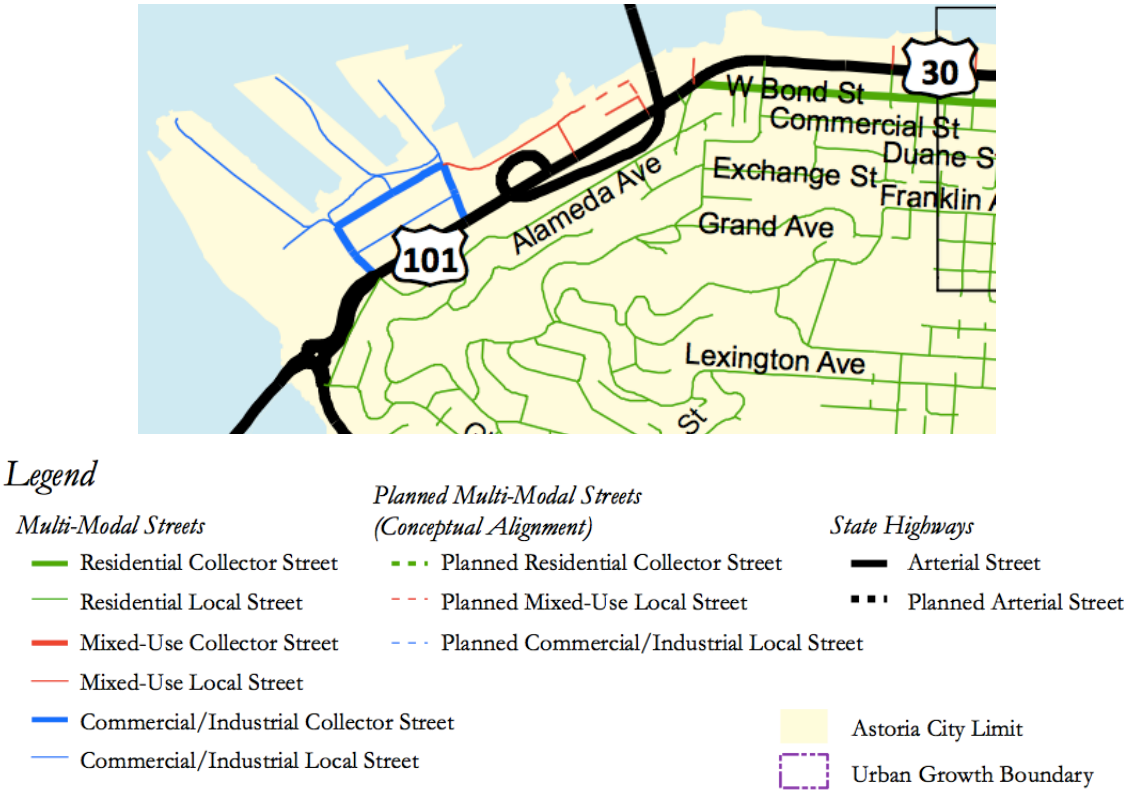
The TSP did not specify a cross-section for Marine Drive in the study area; however, alternative cross-section designs were evaluated as part of the planning process. The alternatives included:

- Option A: Do Nothing. No improvements are constructed. US 101/US 30 would maintain four travel lanes.
- Option B: Reconfigure US 101/US 30 to three travel lanes. US 101/US 30 would be reconfigured to three travel lanes (one lane in each direction with a center turn lane/median).
- Option C: Reconfigure US 101/US 30 to four travel lanes
    - Option C1: US 101/US 30 would be reconfigured to four travel lanes (one westbound travel lane, two eastbound travel lanes, with a center turn lane/median).
    - Option C2: US 101/US 30 would be reconfigured to four travel lanes (one eastbound travel lane, two westbound travel lanes, with a center turn lane/median).

- Option D: Widen US 101/US 30 to five lanes US 101/US 30 would be widened to five travel lanes (two lanes in each direction with a center turn lane/median.
- Option E: Widen US 101/US 30 to five lanes only at signalized intersections

Option C2, D, and E ranked the highest in an alternatives scoring process. For more information, see TSP Volume 2, Memorandum #9 (pp. 32-33).
It should be noted that Marine Drive to the west of the Astoria-Megler Bridge Ramp,is classified as a Oregon Scenic Byway; any plans and projects on highways with this designation should consider impacts to the scenic qualities of the roadway. To the east Marine Drive is classified as an Oregon Highway Plan Freight Route; any local plans and projects should adhere to the Oregon Freight Plan to proactively protect and preserve identified strategic corridors, and consider capacity constraints, congestion, reliability, and geometric deficiencies.

Figure 8: Street Classification Map (TSP)



Astoria Port/Uniontown Transportation Refinement Plan (2006)

The objective of the Port of Astoria/Uniontown Transportation Refinement Plan (2006) ("Refinement Plan") is to provide an integrated multimodal transportation plan that addresses circulation and access needs in and surrounding the Port of Astoria/Uniontown area over a future 20-year (2025) planning horizon. The plan also addresses access management on Marine Drive and proposes a land use vision for the study area. The study area coincides with the boundaries of the City's Astor-West Urban Renewal Area and with the current Uniontown Reborn study area.

The Refinement Plan is divided into four distinct plans:

- Roadway Circulation
- Pedestrian and Bicycle Circulation
- Access Management Plan
- Vision Strategy Plan

Each of the plans is summarized below and an initial assessment of the applicability of the recommendations is provided. It is important to note that the recommendations of the Refinement Plan are based on very specific assumptions about land uses and development activity that were anticipated at the outset of the plan in 2005, including a conference center, theater, several retail developments, and a residential development. Some of these developments were constructed, but many were not; thus, the associated transportation recommendations to support these developments may no longer be relevant. The 2013 TSP considered these recommendations and, as described below, modified or replaced many of the proposed improvements.

Roadway Circulation

The Roadway Circulation plan proposes improvements to enhance connectivity and mobility in the study area. The improvements are either designated for implementation in the short-term (5-10 years) or long-term (10-20 years). The improvements are listed below and assessed for their relevance to the Uniontown Reborn plan.

Marine Drive: The plan proposes widening Marine Drive from Hamburg Avenue to Columbia Avenue /Bond Street. As shown in Figure 7 and Figure 8, the cross-section would be wider in the segment from Hamburg Avenue to the Astoria-Megler Bridge (108') and narrower in the segment from the Astoria-Megler Bridge to Columbia Avenue /Bond Street (94'). The plan also proposes a minimum cross-section to be applied where buildings would be impacted by right-of-way acquisitions. The minimum cross-section is achieved by reducing travel lane or sidewalk widths and eliminating on-street parking on one or both sides.

The 2013 TSP Update evaluated a similar cross-section (Option D in the Alternatives Evaluation Memo); however, the TSP did not identify a preferred cross-section. The Uniontown Reborn Plan should assess the feasibility and desirability of this cross-section and alternative designs. In addition, the Uniontown Reborn Plan should ensure adherence to state plans and regulatory documents, such as state mobility mobility targets, the Oregon Freight Plan, and Intersection Safety Plan. For all state facilities in the Uniontown project area, the planning process should consider the Transportation Safety Action Plan priorities for making state highway system intersections in the project area safer.

Figure 9: Marine Drive (US 101) between Hamburg Avenue and Astoria-Megler Bridge

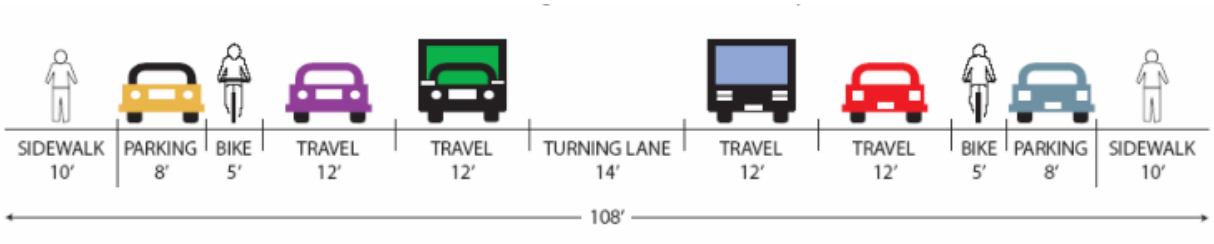
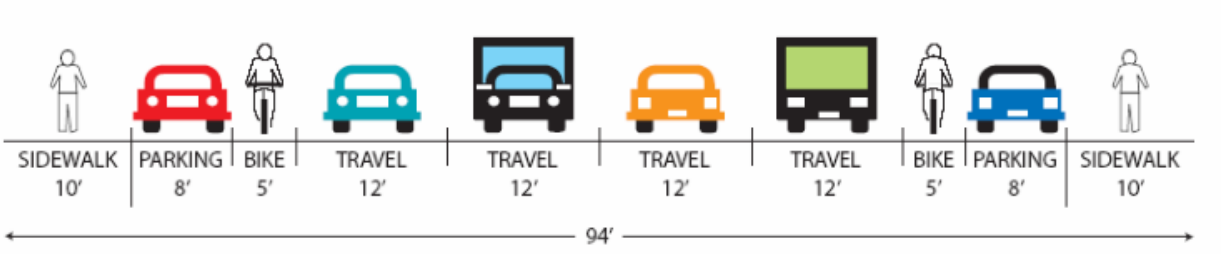


Figure 10: Marine Drive (US 30) between Astoria-Megler Bridge and Columbia Avenue /Bond Street



Hamburg Avenue Intersection: The plan defines short-term and long-term improvements to the intersection of Hamburg Avenue and Marine Drive. The short-term proposal is to restrict movements out of Hamburg Avenue to Marine Drive to right-out only. This restriction would encourage traffic heading eastbound on Marine Drive from the Port to use Portway Street. The plan also proposed closing off the east end of Taylor Avenue where it currently connects to Hamburg Avenue. In the long term, the plan proposes either full signalization of the intersection or a new north leg to the Smith Point Roundabout. The north leg would be one-way, providing an alternative route for exiting the Port. This route would require a westbound extension of Industry Street.

The 2013 TSP incorporated the proposed improvement to the Hamburg Avenue intersection but did not specify if the project would be a turn-restriction or full signalization (Project D19). The TSP did not incorporate the proposed north leg to the Smith Point Roundabout or the proposal to close off the east end of Taylor Avenue. The Alternatives Evaluation (Memorandum #9) concluded that a new roundabout leg was infeasible due to insufficient spacing and constraints associated with the adjacent wetlands. The Alternatives Evaluation noted that the closing of Taylor Avenue at Hamburg Avenue would be included in the TSP, but the project is not identified in the final plan.

Portway Street Intersection: The Refinement Plan proposes a series of improvements to Portway Street at the intersection with Marine Drive, including modifications to the cross-section and shifting the street centerline. These improvements were incorporated into the 2013 TSP (Project D34).

Astoria-Megler Bridge and Basin Street Intersections: The plan proposes a roundabout at the intersection with the bridge and associated changes to the Basin Street intersection. The Alternatives Evaluation for the 2013 TSP concluded that this project was not feasible due to cost and topographical constraints.

Bay Street Extension: The plan proposes extending Bay Street, which currently terminates at the railroad tracks, north to connect to a new east-west route created through an extension and realignment of Industry Street. This project was incorporated into the 2013 TSP (Project D25); however, the scope of the associated Industry Street extension was modified (see below).

Industry Street Extension: The plan proposes relocating Industry Street south of the railroad tracks between Basin Street and Portway Street, to the location currently used by the RiverWalk Trail. The RiverWalk Trail would be relocated north of the railroad tracks. The 2013 TSP limited the scope of this project to a connection between Bay Street and Basin Street (Project D24). The area between Basin Street and Portway Street would continue to be served by the existing roadway that aligns with Gateway Ave. and runs through several parking areas. The Alternatives Evaluation for the TSP does not specify why the scope of the street extension was shortened in comparison to the recommendation of the Refinement Plan.

Columbia Avenue / Bond Street Intersection**:** The plan proposes to create two approach lanes from Bond Street by removing the floating right-turn island and removing parking on the eastern side of Bond Street near the throat of the intersection. The Alternatives Evaluation for the 2013 TSP concluded that this project should

be reviewed as part of the design process for the reconfiguration of US 30 from four to three lanes between this intersection and 9th Street (Project D21).

Hamburg Avenue Extension: Hamburg Avenue currently terminates at Gateway Avenue/Portway Drive. The Refinement Plan proposes to extend Hamburg Avenue west across Pier 3 to connect to a public parking lot associated that serves the River Trail. An unimproved access drive currently provides this connection. The 2013 TSP did not evaluate or identify this project. The Uniontown Reborn project may consider the feasibility and desirability of improving this roadway.

Pedestrian and Bicycle Circulation

The Pedestrian and Bicycle Circulation plan can be separated into recommendations related to on-street improvements and those related to the River Trail. The Uniotown Reborn Master Plan should consider these elements of the Astoria alongside relevant statewide plans and policies such as the Bicycle and Pedestrian Safety Implementation plan in order to consider pedestrian and bicycle safety in the selection and prioritization of transportation projects impacting state facilities.

On-Street Pedestrian and Bicycle Facilities: The Refinement Plan proposes improvements to sidewalks on Marine Drive, Hamburg Avenue, Portway Street, Basin Street, and Bay Street. The 2013 TSP only identifies Portway Street (from Marine Drive to Industry Street) and Bay Street for publicly-funded construction of sidewalk and bike lane improvements, as part of upgrading these street to the design standards established by the TSP. A street design standard is identified for Hamburg Avenue and Basin Street, but an improvement project is not identified in the TSP.

River Trail: The primary recommendation for the River Trail is to shift the alignment of the trail between Basin Street and Portway Street to align with Gateway Avenue/Portway Drive and construct associated crossing improvements. Alternatively, the trail was extended along the alignment with Industry Street and the railroad tracks. The 2013 TSP identifies this existing alignment and does not propose any specific extensions of the trail in the study area. The Refinement Plan identified several potential “River Trail Spurs” that would extend off the main River Trail and connect to the riverfront. Some of these spurs look to have been implemented. Extensions that were not implemented may be considered by the Uniontown Reborn plan; however, the plan may consider defining more conceptual connections in lieu of specific alignments to account for uncertain configuration of future developments in the area.

Access Management Plan

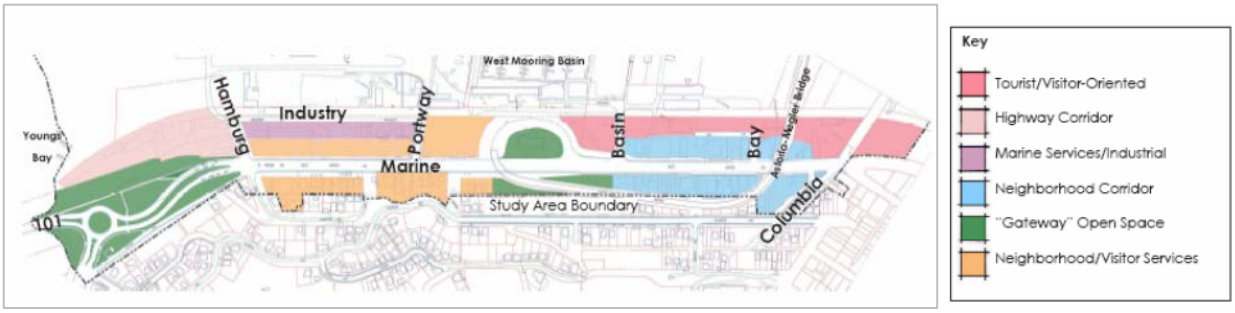
The Refinement Plan includes a detailed analysis of existing accesses on Marine Drive from Hamburg Avenue to Columbia Avenue/Bond Street. The plan identifies short-term (0-5 years), medium-term (5-10 years), and long-term (10-20 years) actions to close, consolidate, or improve existing accesses. The plan included discussions with property owners about the use of various accesses. This information is a valuable input to the Uniontown Reborn project. The current plan should closely review the access management recommendations, update information with existing conditions, and identify methods of implementing the plan through both the development review process and City-led projects in partnership with ODOT and affected property owners. Access management recommendations should also consider TPR requirements as is necessary.

Vision Strategy Plan

The Refinement Plan also included a vision for future land uses and development. The land use vision focuses on the Marine Drive corridor and does not propose modifications to land uses in the Port area. The vision establishes six different land use designations. See below for a summary of each designation and the associated map.

- **Tourist/Visitor-Oriented**: Preferred land uses include hotels, restaurants, museums, entertainment venues, and boutique retail.
- **Neighborhood/Visitor Services:** Preferred land uses include retail, residential, and services.
- **Marine Services/Industrial:** Preferred land uses include small manufacturing, lighting industrial, and marine-oriented services.
- **Neighborhood Corridor:** Preferred land uses include retail, commercial, office, and services.
- **"Gateway" Open Space:** Reserved for open space.
- **Highway Corridor:** Preferred land uses include auto-oriented commercial and residential.

Figure 11: Vision Strategy Land Use Framework



The distinctions between the types of uses permitted in each district are subtle, and some are quite prescriptive. A set of development standards was identified for each district in the study area, with some variation in the type of standards that would apply in each district. The vision strategy included recommended amendments to the City's development code and zoning map. Generally, the strategy recommended eliminating the C-2 (Tourist Commercial) zone and rezoning properties to C-3 (General Commercial) or C-4 (Central Commercial). All of the commercial properties along Marine Drive are currently zoned C-3 (General Commercial).

The Refinement Plan also included draft language for a Port/Uniontown Overlay Zone. The overlay zone would implement the development standards recommended by the vision strategy and additional design standards. The design standards address a wide range of issues, include building orientation, massing, windows, materials, lighting, landscaping, roof forms, and signs. The overlay zone was not adopted.

The land use framework of the vision strategy and the associated zoning and development code amendments may provide initial ideas for the land use strategy of the Astoria Reborn Plan. These ideas will be evaluated in light of the plan goals, existing conditions, and subsequent planning efforts, including the adoption of the Bridge Vista Overlay Zone.

Trails Master Plan (2013)

The Trails Master Plan (2013) is intended to establish an overall vision for trails within the City of Astoria. The plan provides guidance on needed trail improvements and provides recommendations for new trails within Astoria's City Limits. Specifically, the plan sought to achieve the following goals:

- Identify & prioritize maintenance needs on existing trails,
- Define a plan for maintenance of the trail system,

  Identify desired amenities for trails (signage, benches, etc.),
- Define some "loose" design standards for each trail type,
- Identify & prioritize new trails and trail connections,
- Determine appropriate trail uses,
- Identify new codes or code amendments needed based on project outcome,
- Determine who is responsible for actions proposed in this Plan, and
- Create a public trails map.

The plan does not identify any new trails or trail extensions in the Uniontown Reborn study area. However, one of the top priorities for extensions of the River Trail is south from the Smith Point Roundabout and along Young's Bay/Highway 202. This extension has potential to increase pedestrian traffic on the trail segments in the Port/Uniontown area as users travel through the area.

Additionally, the plan defines actions the City will take to maintain and improve existing trails. The following actions are relevant to the River Trail in the Uniontown Reborn study area:

- **Action 1.3.5:** Prioritize the following trail improvements to the River Walk:
  - Work with Police Department to increase patrolling of trail,
  - Increase signage to encourage good trail etiquette, and
  - Develop a plan to manage invasive species.
- **Action 2.3:** Expansion of the River Walk along Young's Bay (along Hwy 202) to Williamsport Road.
- **Action 3.2.6**: Future posts/bollards installed along the River Walk should include reflectors or lights.
- **Action 3.2.7:** When designing extensions of the River Walk, account for both bike and pedestrian safety measures. When feasible, include bike friendly surfaces.

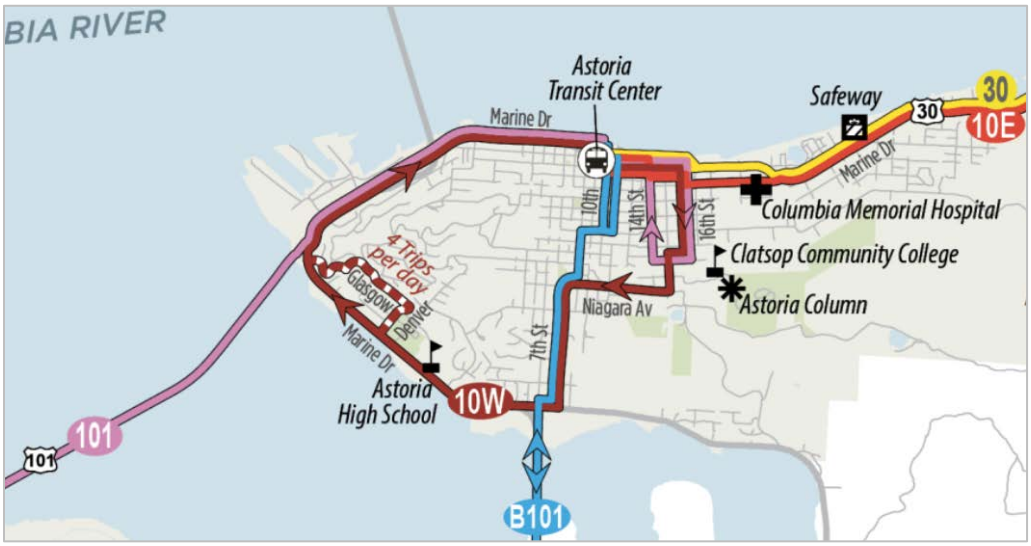
The Uniontown Reborn plan may consider proposing new trails or trail extensions in the study area. This may include new extensions or connections to the River Trail or new trails that would connect the residential neighborhoods along and above Alameda Avenue directly to Marine Drive and the Port.

Sunset Empire Transportation District Long-Range Comprehensive Transportation Plan (2016)

The Sunset Empire Transportation District (SETD) serves the main population centers of Clatsop County along the US 30 and US 101 corridors, and provides connections to Columbia and Tillamook Counties. SETD operates five fixed routes, ADA paratransit, and Dial-A-Ride service. The Long-Range Comprehensive Transportation Plan sets out goals and objectives and a long-term vision for future transit service in the district over a 20-year planning horizon. SETD operates two transit routes in Astoria: Route 101, which provides service between

Astoria and Seaside, and Route 10, which provides a local service on a loop route within Astoria. The long-term vision for these routes is described below and depicted in 10.

Figure 12: Long-Term Service Concept, SETD



Route 101 (Astoria-Seaside): Minimize travel times (primarily through improving the directness of the route) on this regional, productive route to attract new riders.

- In Astoria, run along northern W. Marine Drive to the Transit Center, then operate a short round trip to Clatsop Community College. Eliminating the loop pattern in Astoria enhances legibility and provides opportunity for the bus to utilize U.S. Business 101 to avoid summer congestion on Youngs Bay Bridge. The northern W. Marine Drive routing means this detour will not skip any stops.
- Serve the developing Ensign Lane/SE 19th Street/SE Huckleberry Street area with local Route 15 Warrenton/Hammond rather than regional Route 101. [L SEP]
- Run Route 101 at hourly headways all day. [L SEP]

Route 10 (Astoria Local): Break up into two short, focused routes. Serve eastern Astoria via 10 East, return to the transit center, then circulate through western Astoria on 10 West. Add service to the interior of Astoria, potentially in conjunction with new service on U.S. Business 101. Brand all Route 10 service in Warrenton/Hammond as Route 15. Consider viability of transitioning local Route 10 E/W to flex-route service, allowing deviations from the route. [L SEP]

The SETD long-range plan demonstrates that transit service along the Marine Drive corridor will continue to be available and will be enhanced in the future. The Uniontown Reborn plan should consider pedestrian connectivity to transit stops in the study area, transit-supportive land uses, development standards that require or incentivize buildings to be oriented toward transit stops, and requirements to provide transit-related improvements, where appropriate.

Astoria Historic Preservation Plan (2008)

The Astoria Historic Preservation Plan (2008) outlines goals and actions to enhance and expand the City's historic preservation program. The program includes Comprehensive Plan policies in support of historic

preservation, development code standards, procedural requirements related to historic preservation (Articles 6 and 9 of the Astoria Development Code), and designated historic resources.

The Uniontown-Alameda District includes a substantial portion of the Uniontown Reborn study area. The District includes 132 contributing properties and 82 noncontributing properties. A review of these properties will be included in the existing conditions analysis of this project.

The plan defines four goals and a series of associated implementing actions:

- Goal 1: Improve and Clarify the Development Code and Design Standards
- Goal 2: Survey and Inventory Additional Resources within Astoria
- Goal 3: Provide Economic Incentives to Historic Property Owners
- Goal 4: Provide Education to Public and Historic Property Owners

Goals 1 and 2 were designated for short-term implementation and are not directly applicable to the current plan. Goals 3 and 4 involve ongoing programs aimed at incentivizing and educating properties owners to most effectively achieve preservation and rehabilitation goals. The Uniontown Reborn plan should consider strategies for leveraging existing City incentives and programs established as part of this plan in order to achieve preservation and rehabilitation goals for the study area.

Rehab Astoria Right (2013)

Rehab Astoria Right (2013) is a public-oriented guide for the rehabilitation of historic residential properties. The goal of the guide is to provide direction and resources for property owners considering renovations or additions to a historic residence. The guide is not intended to be comprehensive or a legal interpretation of the City's development code, particularly Article 6, Historic Properties. The guide addresses the following types of questions:

- What gives each house its historic character?
- How do I retain or enhance the historic feel of my building?
- What should I consider when I place an addition on my house?
- How do I design a new house within a traditional historic neighborhood?
- What should residential garages or accessory buildings look like?
- What should I consider when constructing new porch elements?

A number of historic residential properties are located in the Uniontown Reborn study area, primarily along the north side of Marine Drive. The Rehab Astoria Right guidelines may provide useful direction for any design guidelines or standards that are proposed to apply to renovations of these properties or other new development in the vicinity. These residential properties contribute strongly to the character of the district, and the Rehab Astoria Right guidelines provide a clear articulation of the key elements of this character.

Astoria Buildable Lands Inventory (2011)

The City of Astoria conducted an Employment and Housing Buildable Lands Inventory BLI between 2007 and 2011. The purpose the BLI is to comply with State requirements and to ensure that Astoria has a sufficient supply of residential and employment land within its Urban Growth Boundary to the 20-year demand for land in the City. A summary of the findings of the BLI is provided below.

- Employment Land: The analysis found an overall surplus of industrial and other employment lands of 6.7 acres. However, there existed a surplus of land for industrial uses and a slight deficit of land for commercial uses, particularly retail.
- Residential Land: The analysis found an overall deficit of residential lands of 15.5 acres. Specifically, there is a deficit of land in the R-1 zoning designation (low density) and a surplus of land in the R-2 and R-3 zoning designation (medium and high density). However, the surplus was partly driven by a large share of land zoned for R-3 in the Emerald Heights subdivision, and land in this area was constrained by several factors.

The Uniontown Reborn plan should consider this land supply context when assessing potential zoning map changes or amendments to permitted uses in existing zones. The land supply findings will need to be evaluated considering current market conditions and trends.

Astoria Riverfront Vision Plan (2009)

The Astoria Riverfront Vision Plan (2009) is a comprehensive plan for Astoria's riverfront areas. The plan addresses land uses, design and development principles, transportation improvements, and natural features. The Astoria Riverfront Vision Plan was developed in part due to citizen concerns related to changes in the built environment, including developments in downtown and along the riverfront, and how these may affect the local population and the future of the riverfront area. The plan is built around five vision principles:

- Promote physical and visual access to the river.
- Encourage a mix of uses that supports Astoria's "'working waterfront" and the City's economy.
- Support new development that respects Astoria's historic character.
- Protect the health of the river and adjacent natural areas.
- Enhance the River Trail.

The following is a summary of the key recommendations of the plan:

- Plan for lower scale and reduced future overwater development, particularly in the Civic Greenway and Neighborhood Greenway areas to maintain views of the river and a sense of open space and connection to the natural landscape along the riverfront.
- Development should maintain a sense of openness along the River Trail by setting buildings back from the trail, stepping back the upper stories of buildings and creating opportunities for passageways, courtyards and other open areas within new developments.
- Create a design review process and/or new design review standards to ensure that new development respects the community's unique character.
- Create opportunities for a modest scale residential neighborhood on land between Mill Pond and Safeway that is set back from the River Trail, incorporates open areas, is characterized by a modest scale of development and is targeted to working families and other full-time Astoria residents.
- Continue to improve the River Trail.

Given the large study area of the plan (approximately 4 miles wide, covering most of the Astoria riverfront), the plan area was divided into four distinct but interrelated areas:

- Bridge Vista
- Urban Core

- Civic Greenway
- Neighborhood Greenway

The Uniontown Reborn study area overlaps a portion of the Bridge Vista area. Transportation improvements identified in the plan were evaluated as a part of the 2013 TSP update and incorporated into that plan.

Astor-West Urban Renewal Plan (2002)

The study area of the Uniontown Reborn plan roughly coincides with the boundaries of the Astor-West Urban Renewal Plan Area. The area is roughly 205 acres on the west side of the city, extending from Columbia Avenue to Smith Point. The area includes some frontage on the south side of Marine Drive and reaches north to the pierhead line and aquatic areas. The Urban Renewal Plan satisfies state legal requirements for the formation of an urban renewal district and the utilization of associated tax-increment financing. The plan establishes five goals and a series of implementing objectives:

- Public facilities
- Private development
- Streets, streetscapes, trolley tracks and open spaces
- Utility improvements
- Rehabilitate building stock

The plan identifies general actions that may be undertaken to implement the plan, including property acquisition and assembly, demolition, public improvements, and property disposition or management. The plan describes these actions generally and does not prescribe actions related to specific properties, streets, or facilities, with the exception of identifying a specific project to construct a conference center somewhere along the riverfront in the plan area. The conference center development is envisioned as a central project that would catalyze private development—lodging, in particular—and generate tax increment revenue for the district.

The conference center project has not been realized; however, funds from the urban renewal district have supported numerous improvements in the area. The Uniontown Reborn plan should assess the capacity of the district to provide funding for public investments or facilitation of private development. Secondly, the plan may also consider the impact of proposed land use changes or development activity on tax increment revenue.

Astor West Urban Renewal District Storefront Improvement Program (2016)

The City of Astoria Development Commission (ADC) created a Storefront Improvement Program for businesses in the Astor-West Urban Renewal District in 2016. The program provides matching funds—either grants or loans—on a first come, first serve basis. The goal of the program is to enhance the appearance of exterior facades in the area in order to support economic revitalization, preservation of the area's historic character, and a more consistent aesthetic for the commercial district.

The program is limited to exterior rehabilitation or renovation of commercial, industrial, mixed-use live/work, and multi-family (four or more units) buildings. Applications are generally reviewed by the ADC, while some projects may require additional review by the Design Review Committee or Historic Landmarks Commission.

The ADC has developed a detailed set of guidelines for the design of storefront improvement projects. The design guidelines provide a framework for review of project proposals and ensure improvements that are

attractive in their own right while contributing to the historic character of the Uniontown area. The guidelines address basic building style/elements, roofs, doors, windows, siding and wall treatment, awnings, lighting, signs, pedestrian orientation and circulation, and landscaping. The guidelines are not intended to be rigid or prescriptive. Projects that are located within the Bridge Vista Overlay Zone are also subject to the design standards and guidelines of that zone.

The Uniontown Reborn plan can primarily leverage the storefront improvement program in two ways:

- Identify properties in the district that may be suitable for a storefront improvement project and develop strategies for the City to engage those property owners.
- Incorporate the design guidelines established for the program, where appropriate, into design standards or guidelines that apply to all new development and redevelopment in the area.

Astoria Gateway Area Transportation and Growth Management Plan (1999)

The Astoria Gateway Transportation Growth Management Plan developed a concept plan for Marine Drive (Highway 30) between 16th Street and 33rd Street. The concept plan recommended various improvements to the corridor to balance transportation assets, business needs and pedestrian amenities with right-of-way widths. The transportation improvements recommended by the plan were evaluated in the 2013 TSP update and, where appropriate, incorporated into the plan. Two specific improvements that may be relevant to the Uniontown Reborn Plan are:

- **Project D31.** US 30 Safety Enhancement: Add a center turn lane/median and remove some on-street parking between 27th Street and Franklin Avenue. This project highlights a location where the City elected to pursue a safety improvement at the cost of removing some on-street parking.
- **Project D3**. Marine Drive Coordinated Signal Timing Plans: Optimize the existing traffic signals by implementing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets. This same improvement is being applied to the segment of Marine Drive in the Uniontown Reborn study area, between Portway Street and Columbia Avenue.

Astoria Gateway Master Plan (1997)

The Astoria Gateway Master Plan (1997) was a comprehensive concept planning effort for a district just east of Downtown Astoria and centered on Marine Drive and the riverfront. The plan defined land uses, transportation enhancements, redevelopment strategies and tools, and design guidelines. The plan was centered on seven objectives:

1) Support Downtown Astoria
2) Enhance Major Existing Land Uses
3) Promote New Land Uses
4) Link Land Use
5) Create a Pedestrian-Friendly Environment
6) Create Investor Interest
7) Develop Implementation Tools

Objective 1 is particularly relevant to the Uniontown Reborn plan, which is also near downtown Astoria. The plan should consider how proposed land uses relate to and compliment downtown. Objective 7 resulted in the

development of detailed design review guidelines for the area, implemented through the Gateway Overlay Zone (Article 14 of the Astoria Development Code). The Uniontown Reborn plan should consider the effectiveness of these design guidelines in achieving desired outcomes and the applicability of the recommended design elements to the character of the Uniontown area.

More broadly, the Gateway Master Plan demonstrates a similar effort to plan for a distinct subarea outside of Downtown Astoria and centered on Marine Drive. Given that the plan was completed over 20 years ago and significant implementation has occurred, the Uniontown Reborn plan may consider lessons learned from the successes and challenges of implementing the Gateway Master Plan.

APPENDIX D: Land Use Memorandum

Memorandum 2: land use conditions

ASTORIA UNIONTOWN REBORN MASTER PLAN

JACOBS APG

Attention	Mike Morgan, City of Astoria
From	Jamin Kimmell and Matt Hastie, APG Scott Richman and Brooke Jordan, Jacobs
Date	June 22, 2018 (Revised)
Copies to	Michael Duncan, ODOT

The purpose of this draft memorandum is to assess the existing land use and development patterns of the Uniontown Reborn Study Area. Additionally, the memo examines the existing zoning and development code regulations that govern development in the study area.

Summary

Key findings of this land use assessment are summarized as follows:

- 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 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 either 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 are often a barrier to new development, there may be opportunities to further reduce this barrier.

The remainder of this memorandum presents the detailed analysis of existing land use patterns and development code regulations. The memo identifies potential strategies and recommendations to explore as part of the alternatives analysis phase of the project.

Existing Land Uses and Development Patterns

Land Uses

The Uniontown Reborn study area includes a diverse range of land uses. Generally, existing land uses can be divided into three broad categories: 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 1. An analysis of the characteristics of these existing land uses is presented below.

Industrial

Many of the industrial uses in the study area operate on lands controlled by the Port of Astoria. The Port operates three piers. Pier 1 includes the administrative offices of the Port and a large timber shipping operation. The north face of Pier 1 functions as a cruise ship berth and a critical gateway for tourists that visit the city. Pier 2 is primarily developed for seafood processing industries. Pier 3 primarily serves as a debarking facility and log storage yard for the timber industry; logs are transported from Pier 3 to Pier 1 when a vessel arrives for export shipping. Inland from the piers, the Port owns land north of the Astoria Riverwalk/Riverfront Trolley and Industry St. These lands are developed with a range of general industrial uses, including warehouses. Spectrum Communications has a large operations facility in this area. Outside the Port of Astoria, industrial uses are primarily limited to warehousing and distribution, and are generally located on the south frontage of the Astoria River Trail/Industry St., on the west side of the study area.

Commercial

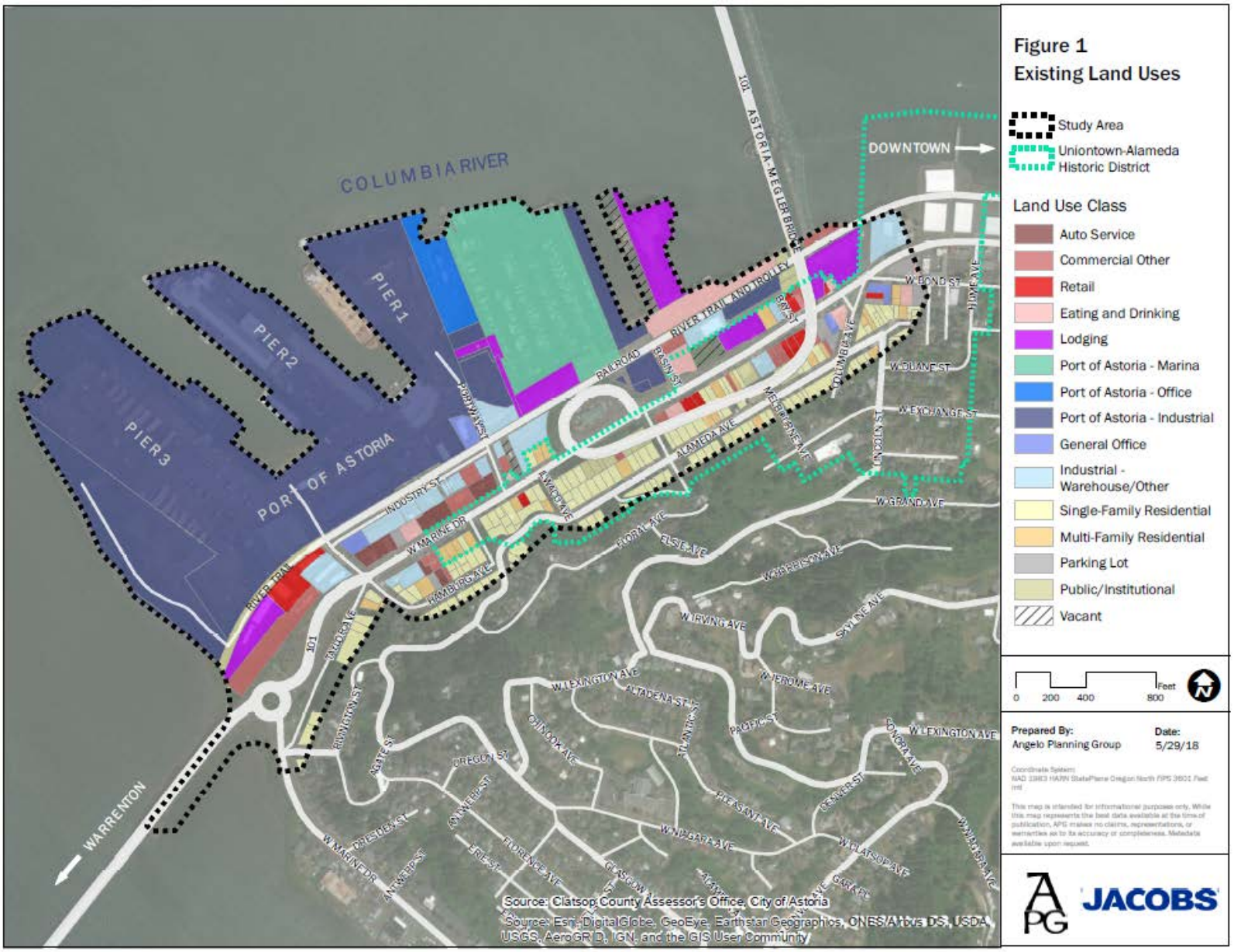
Commercial uses in the study area include retail stores, auto service uses, eating and drinking establishments, lodging, and offices. Retail stores are generally small and distributed throughout the study area; however, a small concentration are in the Uniontown/Alameda Historic District on the east side of the study area. Englund Marine and Industrial Supply operates a large retail outlet off Hamburg Avenue on the west side of the study area, on land owned by the Port of Astoria. Eating and drinking establishments are also generally concentrated on the east side of the study area, in the Uniontown/Alameda Historic District and along the riverfront. Auto service uses—including both fuel stations and equipment repair—are concentrated on the west end of the study

area, with frontage on Marine Drive. Lodging uses are prominent in the study area and are generally concentrated on the east side of the study area or the riverfront, except for the Best Western Bayfront Hotel / Lincoln Inn, which is located at the far west end of the study area. Lodging uses are key activity generators in the area. Office uses are limited in the study area except for Englund Marine, which has a company headquarters in the study area, and the Port of Astoria Administrative Offices. ODOT offices also are located in the area at the foot of the Megler Bridge ramp. Minor office uses that are accessory to industrial uses are likely distributed throughout the study area. The Port of Astoria also operates the West Mooring Basin Marina, located just east of Pier 1, which is home both recreational and commercial vessels. The Marina generates activity and attracts customers for commercial uses in the area.

Residential

Residential properties in the study area are located primarily on the hillsides south of Marine Drive. Most of these properties have frontage on Marine Drive or on Alameda Avenue, one block south and uphill. The properties are generally single-family residential dwellings, but some properties are classified as multi-family uses. These multi-family uses are likely historic single-family structures that were converted to duplexes or triplexes. The residential properties that front Marine Drive face greater challenges associated with access and traffic noise than properties fronting other streets south of the study area. Some of these properties have been converted to commercial uses. Residents living on the hillsides south of the study area may find it difficult to walk or bike to the commercial or industrial areas in the study area due to steep topography and a limited number of street connections. A few informal trails and stairways provide this connection, an indication that residents desire to be able to walk to destinations in the commercial and industrial areas along the riverfront. Helping Hands also is preparing to open a new homeless shelter and re-entry program facility in the study area.

Figure 13. Existing Land Uses



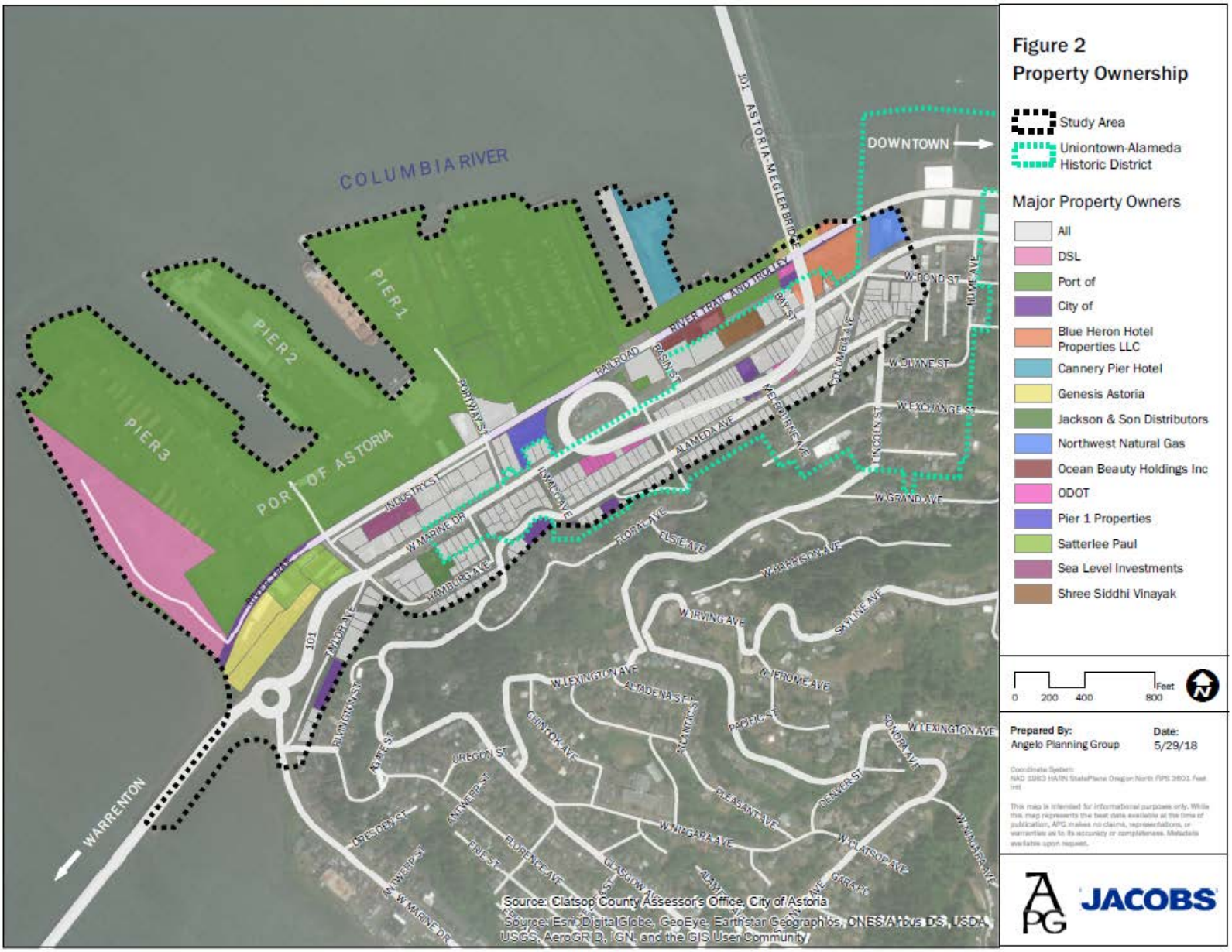
Property Ownership

With the exception of a few major property owners, property ownership is relatively fragmented amongst approximately 180 property owners in the study area. Major property owners (whom own more than half an acre) are presented in Table 1. The Port of Astoria is the single largest property owner with over 15 acres under Port control. The City of Astoria is the second largest property owner; however, almost all of this property is dedicated to the right-of-way for the River Trail and Trolley right-of-way (Figure 2). The Oregon Department of Transportation (ODOT) owns substantial property in the study area, but most looks to be associated with right-of-way acquisition for the Astoria-Megler Bridge. The three largest private property owners are operators of the Holiday Inn Express, Cannery Pier Hotel, and the Best Western Bayfront Hotel / Lincoln Inn (Genesis Astoria, LLC). Many of the remaining private property owners control large parcels of land or multiple small parcels. These owners may be strategic partners in coordinating redevelopment and achieving plan implementation goals.

Table 2. Major Property Owners

Owner Name	Acres
Port of Astoria	15.00
City of Astoria	8.40
Blue Heron Hotel Properties LLC	7.40
Cannery Pier Hotel LLC	4.90
Genesis Astoria LLC	3.10
Oregon State Dept Of Transport	2.30
Northwest Natural Gas Co	1.30
Pier 1 Properties LLC	0.90
Ocean Beauty Holdings Inc	0.80
Sea Level Investments LLC	0.80
Shree Siddhi Vinayak LLC	0.80
Jackson & Son Distributors	0.80
Haggren, Joseph Michael	0.70
Journeys End Espresso	0.70
Rong, Guo Lian	0.60
Outfront Media LLC	0.60
Tussing, Kileen M	0.60
Bee Line Roofing Co	0.50
BFP LLC	0.50
Clatsop County	0.50
GFM Properties LLC	0.50
Pig N Pancake Inc	0.50
Wauna Federal Credit Union	0.50
White, Robert J	0.50

Figure 14. Property Ownership



Development Capacity

Land and improvement valuations—based on Clatsop County assessor data—were analyzed in order to understand the potential capacity for new development or redevelopment in the study area. Taxlots in the study area can be divided into four categories based on a comparison on the real market value of improvements to real market value of land ("I:L ratio"):

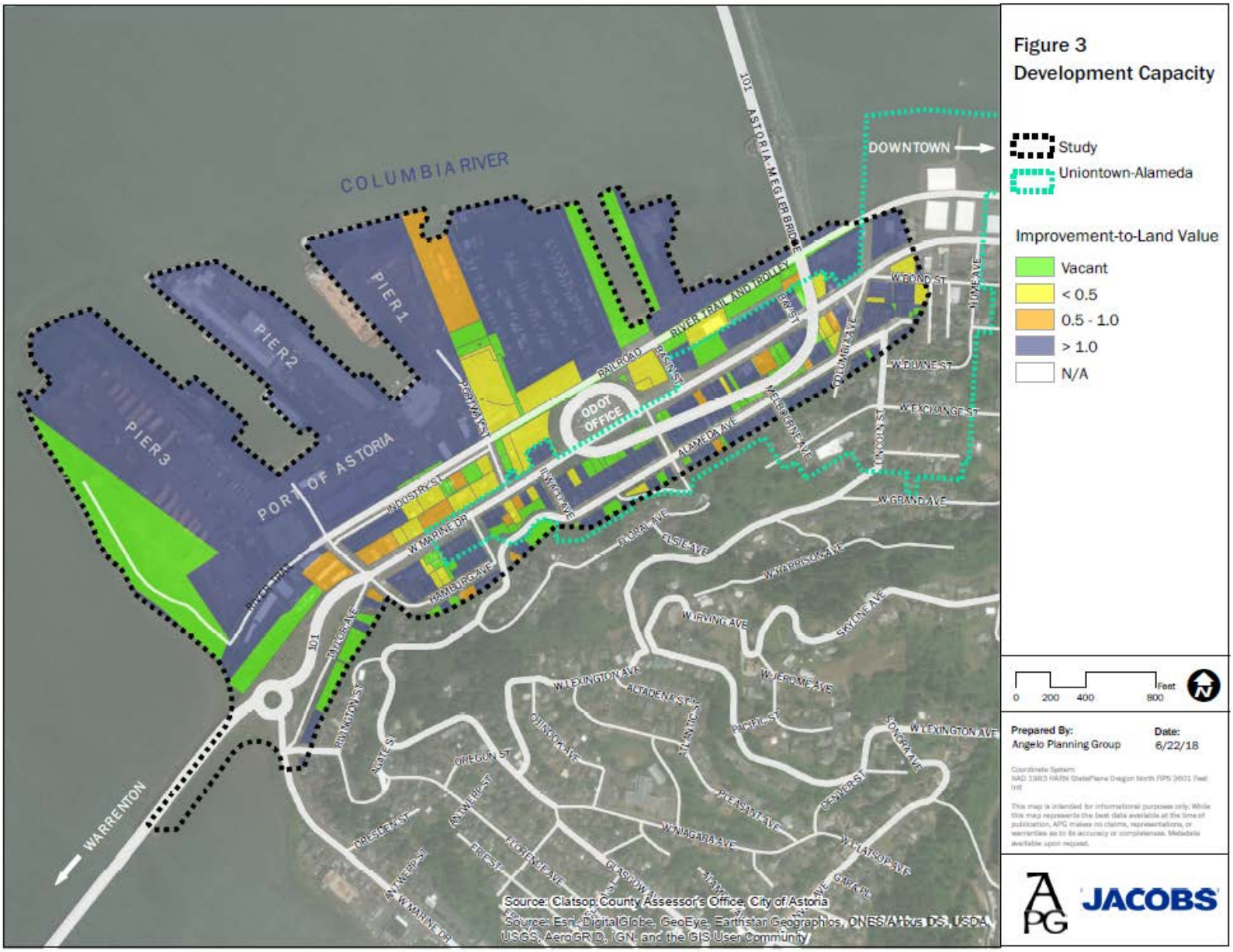
- Vacant land (with no improvements value)
- Minimal improvement value (with I:L ratio of less than 0.5)
- Moderate improvement value (with I:L ratio of between 0.5-1.0)
- High improvement value (with I:L ratio of 1.0+)

The I:L ratios of taxlots in the study area are depicted in Figure 3. Vacant parcels are distributed throughout the study area. Development on some upland vacant parcels, in the residential areas on the south end of the study area, may be constrained by steep slopes. Several vacant parcels in the study area likely have strong development potential (see Figure 1).

Additionally, many parcels are minimally improved or moderately improved, and these parcels may have potential for redevelopment in the short- to mid-term future. Concentrations of these parcels occur along the West Marine Drive corridor at the following locations:

- West end of Marine Drive: A continuous cluster of properties are on the west end of Marine Drive (between Hamburg Avenue and Portway Street) with I:L ratios below 1.0. These parcels are improved with structures, but most are relatively small or in poor condition. Some parcels to the north (fronting Industry Street) are also underdeveloped, presenting the opportunity for assembling larger development sites.
- Portway Street: A concentration of vacant or underdeveloped parcels front Portway Street between Marine Drive and the south end of the Port of Astoria. This cluster includes land within and surrounding the parking areas of the Astoria Riverwalk Inn.
- Basin Street: A large parking lot at the intersection of northwest Basin Street and Marine Drive may present a development opportunity. Three additional vacant or undeveloped parcels are located just east of Basin Street. One of these parcels is completely vacant and has frontage on Marine Drive; this site is a key opportunity for a high-quality development near the east gateway to the district.
- ODOT Offices: An ODOT office is located in the half-circle shaped property created by the ramp for the Astoria-Megler Bridge (see label on Figure 3). This property is classified as right-of-way for the bridge rather than a separate taxlot. However, in the long term, this property may have the potential for redevelopment if ODOT relocates their offices to another site.

Figure 15. Development Capacity



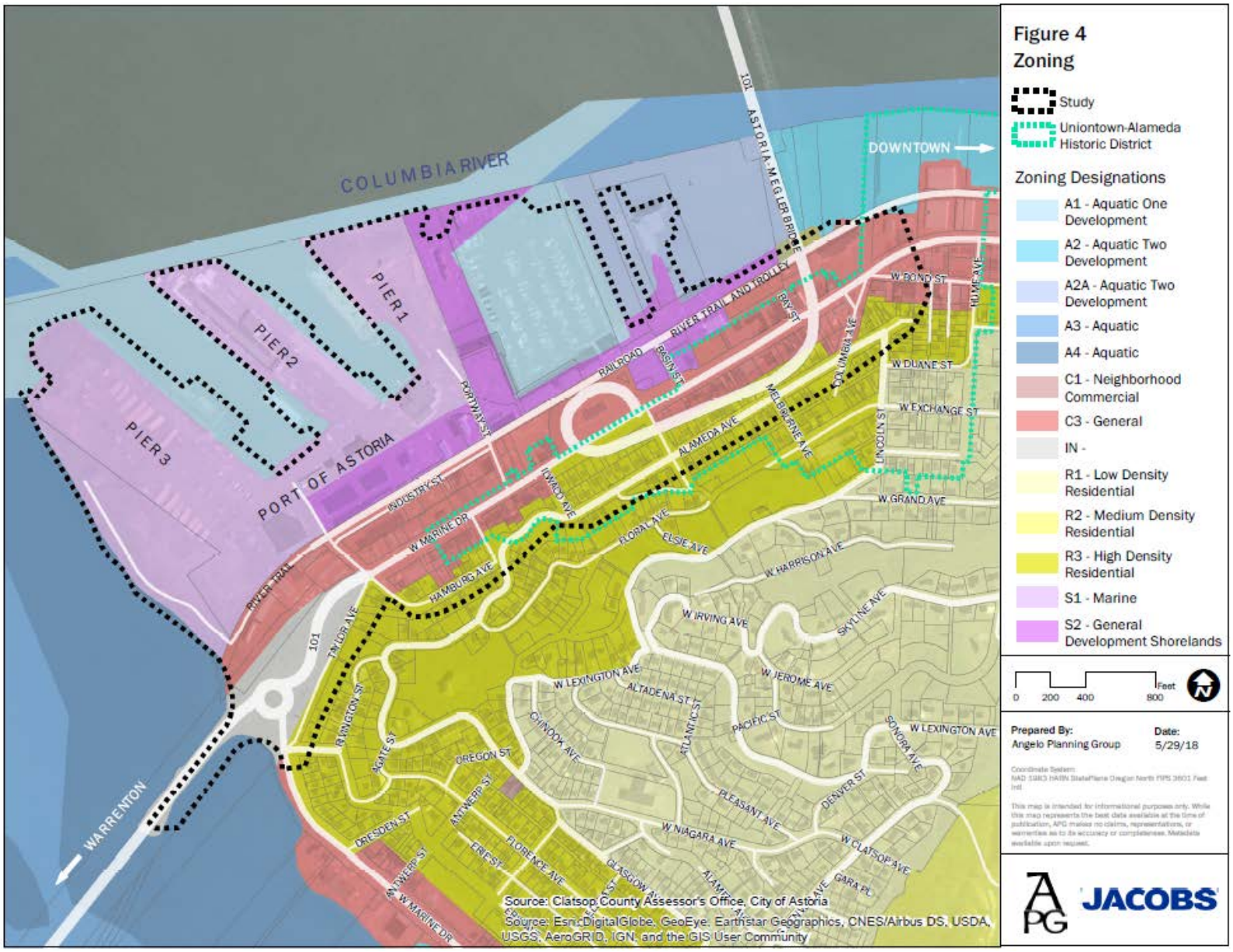
Zoning and Development Code Standards

The City of Astoria has a “one-map” system where Comprehensive Plan and Zoning district designations are the same. The following is a summary of zoning designations and standards within the study area as illustrated in Figure 4. Zoning Designations

Table 3. Purpose Statements of Study Area Zones

Zone	Purpose Statement
A-1: Aquatic One Development	Provide for the maintenance, enhancement and expansion of areas, activities and structures needed for navigation and for water-dependent industrial, commercial and recreational uses
A-2A: Aquatic Two-A Development	Provide for its redevelopment as a mixed-use area while permitting exclusive office use on piling supported structures. The mix of uses shall provide for public access where feasible.
S-1: Marine Industrial Shorelands	Manage shorelands in urban and urbanizable areas especially suited for water-dependent uses and to protect these shorelands for water-dependent industrial, commercial and recreational use.
S-2: General Development Shorelands	Provide an area where a mixture of industrial, commercial, residential, public and recreational uses can locate. Uses which are water-dependent or water-related and other uses which would benefit from a water-front location are preferred.
C-3: General Commercial	Primarily for a wide range of commercial businesses, including most of those allowed in other commercial zones. The zone is more appropriate for uses requiring a high degree of accessibility to vehicular traffic, low intensity uses on large tracts of land, most repair services, and small warehousing and wholesaling operations, compared to the C-4 zone.
IN: Institutional	Intended to facilitate uses such as parks, public works, schools, museums, open space, and similar activities on property which is presently committed to such uses.
R-3: High Density Residential	Provide an area for high density residential development not exceeding an average density of 26 units per net acre, accessory uses, and certain public uses.
BVO: Bridge Vista Overlay Zone	Implement the land use principles of the Astoria Riverfront Vision Plan for the Bridge Vista Area and serve objectives including supporting water-dependent and water-related uses and new uses consistent with Astoria’s working waterfront; encouraging design that is compatible with the area’s historic and working waterfront character; protecting views of and access to the Columbia River; enhancing open space and landscaping, particularly adjacent to the River Trail; strengthening the pedestrian orientation and gateway characteristics of the area; and allowing for commercial and residential uses that complement the Downtown core and support other planning objectives for the area.

Figure 16. Zoning Designations



Use Regulations

The zoning districts within the study area allow a wide range of uses, with allowed uses differing significantly among aquatic and non-aquatic zones. Table 3 summarizes uses allowed in in the key commercial, shoreland, and residential zones in the study area (C-3, S-2, and R-3).

Table 3 also notes those uses which are prohibited or only allowed conditionally in the Bridge Vista Overlay (BVO) zone. The BVO zone applies to a portion of the study area located north of West Marine Drive. It was developed to implement the Astoria Riverfront Vision Plan and modifies allowed uses and development standards within this area. Some of the main objectives of this zone are to maintain visual and physical access to the Columbia River, protect and enhance the use of the River Trail, and conserve the historic character of the area.

Table 4. Allowed Uses in Study Area Zones

C-3	S-2	R-3
Permitted Outright 1. Business service establishment. 2. Commercial laundry or dry-cleaning establishment. 3. Commercial or public off-street parking lot.[3] 4. Communication service establishment.[3] 5. Construction service establishment.[1] 6. Eating and drinking establishment. 7. Educational service establishment. 8. Family day care center in single-family, two-family, or multi-family dwelling. 9. Home occupation in existing dwelling. 10. Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses. 11. Multi-family dwelling (limited to upper floor units in the Pedestrian-Oriented District of the BVO). 12. Personal service establishment. 13. Professional service establishment. 14. Public or semi-public use. 15. Repair service establishment, not including automotive, heavy equipment, or other major repair services (permitted conditionally in the Pedestrian-Oriented District of the BVO). 16. Residential facility. [1] 17. Retail sales establishment. 18. Single-family and two-family dwelling in a new or existing structure:	**Permitted Outright** 1. Charter fishing office. 2. Cold storage and/or ice processing facility. 3. Marina and high intensity water-dependent recreation. 4. Marine equipment sales establishment. 5. Petroleum receiving, dispensing and storage for marine use.[1] 6. Seafood receiving and processing. 7. Ship and boat building and repair. 8. Maintenance and repair of existing structure or facility. 9. Navigation aide. 10. Temporary dike for emergency flood protection subject to State and Federal regulations. 11. Shoreline stabilization. 12. Public park or recreation area. 13. Water-dependent industrial, commercial and recreational use. 14. Manufactured Dwelling in an approved park. [1] 15. Transportation facilities. **Permitted Conditionally** 1. Active restoration/resource enhancement. 2. Automobile sales and service establishment.[1] 3. Contract construction service establishment. 4. Educational establishment. 5. Gasoline service station.[1] 6. Housing which is secondary to another permitted use, such as	**Permitted Outright** 1. Single-family dwelling. 2. Two-family dwelling. 3. Multi-family dwelling. 4. Accessory dwelling unit. 5. Family day care center. 6. Home occupation, which satisfies requirements in Section 3.095. 7. Home stay lodging. 8. Manufactured dwelling in an approved park. 9. Manufactured home. 10. Residential facility. 11. Residential home. 12. Transportation facilities **Permitted Conditionally** 1. Bed and breakfast, or inn. 2. Boarding or rooming house, or other group housing, not mentioned above. 3. Congregate care facility. 4. Day care center. 5. Manufactured dwelling park. 6. Nursing home. 7. Public or semi-public use. 8. Restaurant as an accessory use to an Inn. 9. Temporary use meeting the requirements of Section 3.240. 10. Cluster development meeting the requirements of Section 11.160. [1]

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.[1] 19. Transportation service establishment.[3] 20. Conference Center.[3] 21. Indoor family entertainment or recreation establishment.[1] **Permitted Conditionally** 1. Animal hospital or kennel.[3] 2. Automotive sales or service establishment.[1] 3. Day care center. 4. Gasoline service station.[1] 5. Hospital.[3] 7. Light Manufacturing.[4] 8. Recycling establishment. 9. Repair service establishment not allowed as an Outright Use. 10. Temporary use meeting the requirements of Sections 3.240. 11. Wholesale trade or warehouse establishment.[3]	security guard's or proprietor's quarters.[1] 7. Log storage/sorting yard. 8. Manufactured Dwelling Park which satisfies requirements in Section 11.120.[1] 9. Single-family residence where such use occupies no more than 25% of a structures gross floor area.[1] 10. Multi-family dwelling (limited to upper floor units in the Pedestrian-Oriented District of the BVO).[1] 11. Public or semi-public use. 12. Utility. 13. Business service establishment. 14. Communication service establishment. 15. Personal service establishment. 16. Professional service establishment.[1] 17. Repair service establishment. 18. Research and development laboratory. 19. Shipping and port activity. 20. Wholesale trade, warehouse, and/or distribution establishment (including trucking terminal). 21. Eating and drinking establishment. 22. Retail sales establishment. 23. Hotel, motel, inn, bed and breakfast.[2] 24. Indoor amusement, entertainment and/or recreation establishment.[1] 25. Wood processing. [1] 26. Light manufacturing.[4] 27. Temporary use meeting the requirements of Section 3.240. 28. Water-related industrial, commercial and recreational uses. 29. Conference Center.[1]	

Notes:
1. Prohibited in BVO zone.
2. Prohibited generally in the BVO zone, but permitted in the Pedestrian-Oriented District.
3. Prohibited in the Pedestrian-Oriented District of the BVO zone, but permitted in the BVO zone generally.
4. Prohibited in the BVO zone unless there is a retail component.

The use regulations within the zones in the study area are generally consistent with the stated purposes of the zones. The BVO zone and the Pedestrian-Oriented District within the BVO zone work together with the base zones to modify the use regulations to implement the goals of the Astoria Riverfront Vision Plan. Generally, the BVO zone use regulations were intended to preserve the “working waterfront” character of the riverfront. As such, residential uses, offices, and tourist-oriented commercial uses—such as hotels or convention centers—are prohibited or limited to the Pedestrian-Oriented District within the BVO. Additionally, auto-oriented

commercial uses are prohibited (gas stations, auto repair shops) in order to preserve walkability along the riverfront.

This assessment highlights several uses that are relevant to the objectives of the Uniontown Reborn project and should be considered in the land use alternatives analysis:

- Mixed use residential: Vertical residential mixed-use development (housing above commercial) is permitted outright everywhere except for the S-2 zone, outside of the Pedestrian-Oriented District. In the S-2 zone, multi-family dwellings are permitted as a conditional use. As identified in the development capacity analysis, several parcels in the S-2 zone may be attractive development sites. Given the benefits of mixed-use development and the potential market demand, this project may consider if it is appropriate for this type of development to be permitted outright in the S-2 zone.
- Ground floor residential: Residential development on the ground floor (multi-family or single-family) is permitted outright in the C-3 and R-3 zones and conditionally in the S-2 zone outside of the BVO. Single-family or two-family development is prohibited in the C-3 zone in the BVO. Ground floor residential uses can detract from the commercial, storefront character of the street. There may be an opportunity to reevaluate the most appropriate locations for ground-floor residential.
- Lodging: Hotels and motels are permitted outright in the C-3 zone and conditionally in the S-2 zone generally. Hotels and motels are generally prohibited in the S-2 zone in the BVO but permitted in the Pedestrian-Oriented District. Hotel development may not be consistent with the “working waterfront” vision for these areas. Given known market demand and potential economic benefits, this project may consider if lodging uses are appropriate as an allowed use in the S-2 zone outside the BVO.
- Offices: Office uses (termed “professional service uses”) are permitted outright in the C-3 zone and conditionally in the S-2 zone but are prohibited in the BVO. Some types of office uses may be desirable in the S-2 zone both inside and outside the BVO, particularly mixed-use development with retail or commercial uses on the ground floor and office on the upper floors. Two growing submarkets in the office category include “creative office” (designed to appeal to high tech or creative industries) and “co-working spaces” (offices that lease individual working spaces and provide common amenities). It may be appropriate to allow for certain office uses in certain locations in the S-2 zone and BVO. The code may also distinguish between medical offices and other types of offices.

Development Standards

Table 4 summarizes standards related to height, setbacks and minimum lot coverage or building size in the study area zones. As indicated in Table 4, standards within the BVO zone supersede and differ from a number of base zone standards. In addition, the BVO includes design standards that do not apply elsewhere in the base zones.

Table 5. Development Standards

Zone	Maximum Height	Setbacks	Maximum Lot Coverage	Notes
A-1	None	None listed	None listed	Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards (Article 4)*
A-2A	28’	Buildings sited no closer than 25’ to a line extending from intersection of City right-of-way and shoreline to the pierhead line Buildings sited as close to bankline as practical	None listed	Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards (Article 4)* Buildings should relate to or connect with adjacent street ends or public access points
C-3	45’	None listed Except 5-foot “buffer” when adjacent to a lot in a residential zone	90% Minimum 10% landscaped area.	Astor-West Urban Renewal District Plan**
R-3	35’	Front yard: 20’ minimum Side yard: 5’ minimum, except corner lots 15’ Rear yard:15’ minimum, except corner lots 5’	50%	Astor-West Urban Renewal District Plan**
S-1	None	None listed	None listed	Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards (Article 4)* Columbia River Estuary Shoreland Overlay District***
S-2	28’	None listed	None listed	Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards (Article 4)* Columbia River Estuary Shoreland Overlay District***
Bridge Vista Overlay (BVO) Zone	0’ in overwater limitation areas 35’ in overwater non-limitation areas 35-45’ (with step-back) on land	Maximum 5’ adjacent to Marine Dr. 10’, 20’ minimum along River Trail 70’ view corridor along north/south streets	4,000 sf enclosed building area in over-water limitation areas 30,000 sf on land	Additional standards for access to river, roof forms & materials, doors, windows, wall treatment, signs, lighting, landscaping, street trees and off-street parking

Notes

* Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards in Article 4 do not provide additional height, setback, and lot coverage standards for zones and uses in the study area. The standards address issues like access, vegetation, and parking.

** The Astor-West Urban Renewal District Plan suggests general site and building design guidelines; some of these guidelines have been incorporated into standards applied within the BVO zone.

*** Columbia River Estuary Shoreland Overlay (CRESO) zoning applies to S-1, S-2, S-2A, S-3, and S-4 zones, and refers to Columbia River Estuary Shoreland and Aquatic Area Use and Activity Standards (Article 4) for development standards; it does not include any additional development standards.

The development standards of the study area zones and the BVO are generally consistent with the intended uses and character of the zones. However, there may be opportunities to address potential barriers to development or improve site design:

- Setbacks: Setback standards in the base zone are relatively flexible. The C-3 zone only requires a 5-foot buffer with a residential property and the R-3 zone has typical standards for a residential zone. The BVO establishes a number of specific setback standards with the primary intent of preserving view corridors to the river and a sense of openness along the River Trail. The minimum setback standards pertaining to these goals are well-developed and important to maintain. The BVO also establishes a maximum setback of 5 feet for properties fronting Marine Drive. The intent of this standard is to continue the historical pattern of storefronts that directly front the street. This standard, or a similar standard intended to limit the visual impact of parking lots on the streetscape, may be appropriate for properties in the C-3 zone outside the BVO, on the south side of Marine Drive or further west in the study area.
- Height: Maximum building height is 45 feet in the C-3 zone and 28 feet in the S-2 zone. In the BVO, maximum height in “non-limitation areas” is 45 feet, provided that any portion of the building above 24 feet are stepped back 10 feet. Some areas of the S-2 zone are outside the BVO in the study area. In these areas, building heights are limited to 28 feet, or about two stories. This limit may be a barrier to redevelopment on some sites, where greater density is needed to achieve economic feasibility. At the same time, there was significant discussion about and analysis of the potential visual impacts of different building heights within the BVO as part of the Astoria Riverfront Vision process and BVO code adoption.
- Size: In the BVO, buildings in over-water limitation areas are limited to 4,000 square feet and on-land buildings are limited to 30,000 square feet. The over-water limitation is an important method of protecting views of the river. The on-land limitation has a similar intent and was also intended to limit the size and bulk of individual uses in the area, in part to maintain walkability and also to reduce the potential for competition with commercial uses in the downtown area. However, the size limitation may be a barrier to new development, particularly when this standard is combined with the requirements for maximum height, view corridor setbacks, and River Trail setbacks.
- Landscaping: The C-3 zone requires at least 10% of the site be landscaped according to the general landscape standards of Sections 3.105 through 3.120. As described below, these standards ensure a basic level of landscape design but do not address density of plantings and composition of trees and shrubs to ground cover. The BVO provides more specific standards for landscaping adjacent to the River Trail.

Architectural Design Standards: Bridge Vista Overlay Zone

In addition to the development standards identified above, the Bridge Vista Overlay Zone establishes a comprehensive set of standards and guidelines aimed at preserving and enhancing the historic character of the area. The standards and guidelines address building style, roof forms and materials, window and door design, exterior materials, and awnings. The standards and guidelines are rooted in the historic patterns established by buildings in the area, particularly buildings in the Uniontown-Alameda Historic District. Given that these

standards were developed recently and are based on local historic character, major amendments to the standards are not likely to be recommended as part of this project. However, minor amendments to improve the clarity of the standards, make them easier to administer, or remove ineffective provisions may be appropriate.

The BVO covers the eastern half of the Uniontown Reborn study area, north of Marine Drive. Given that the historic architectural patterns in other areas of the study area do not differ significantly from areas within the BVO, it may be appropriate to extend the applicability of the design standards in the BVO to other locations in the study area. These areas may include the C-3 zoned areas on the south side of Marine Drive between Columbia Avenue and Hamburg Avenue, the C-3 zoned areas on the north side of Marine Drive between Portway Street and Hamburg Avenue, and perhaps even the remainder of the properties zoned S-2 in the Port of Astoria. The industrial character and uses of the developments in the S-1 zoned areas within the Port of Astoria may not be suitable for the standards and are less visible to the public.

Landscaping Standards

All properties in the study area are subject to the City's general landscaping standards in Article 3 - Additional Use and Development Standards. The bulk of the standards are presented in Section 3.120. There may be opportunities to enhance the standards to ensure higher-quality landscape design:

- Maximum spacing: The provisions set a minimum size for trees, shrubs, and a minimum size and maximum spacing standard for ground cover plantings. There is no maximum spacing standard or density standard for trees or shrubs; therefore, it is possible to meet the minimum landscape area standard with a planting area that is mostly or entirely ground cover. This level of landscaping does not provide the diversity of plant life to be visually interesting.
- Parking lot screening: The standard pertaining to landscaping of the perimeter of parking lots, adjacent to the public right-of-way, is general and easy to satisfy. A more specific standard that requires a certain level of screening and maximum spacing of trees may be more effective.
- Native plants: The standards pertaining to the use of native plants specifies only applies to developments in the Riverfront Vision Plan Overlay Areas. There may be an opportunity to apply these standards more widely.

Off-Street Parking Standards

All properties in the study area are subject to the City's general off-street parking requirements in Article 7. Off-street parking can require a significant portion of the developable area of a site and, in some cases, minimum off-street parking requirements can act as a barrier to new development. The minimum parking space requirements (Section 7.100) are typical for a smaller City with a limited transit system. The minimum parking space may be adjusted for properties in the study area through multiple means:

- Exemption from the requirement for developed sites (7.062.A)
- Reduction for provision of facilities for alternative modes (7.062.B)
- Joint use with another property (7.070)

In the BVO, minimum parking requirements may be reduced by 50% for uses with less than 5,000 square feet of floor area. Additionally, existing buildings that use the maximum area of the site or building additions of less than 10% are exempt from the standards.

These exemptions, reductions, and joint use provisions are important strategies for ensuring that minimum space requirements do not function as a barrier to new development or redevelopment. There may be an opportunity to further expand these provisions, such as:

- Allowing for a reduction in the minimum requirements for uses over 5,000 square feet in the BVO.

- Providing a general reduction in minimum requirements as a strategy for incentivizing a particular use.
- Lowering the procedural requirements for requesting a modification of a parking requirement.

APPENDIX E: Baseline Transportation Conditions Memorandum

MEMORANDUM

DKS

DATE: November 30, 2018

TO: Astoria Uniontown Reborn Master Plan Team

FROM: Reah Flisakowski, DKS Associates
Kevin Chewuk, DKS Associates
Rochelle Starrett, DKS Associates

SUBJECT: Astoria Uniontown Reborn Master Plan
Technical Memo 3 – Baseline Transportation Conditions P18061-000

Executive Summary

The Astoria Uniontown Reborn Master Plan team has conducted a transportation conditions analysis for existing and future conditions for the West Marine Drive corridor in Astoria, Oregon. Table 1 summarizes operational results for the existing (2018) and future baseline (2023 and 2035) scenarios.

Table 1: Summary of Existing and Future Intersection Operations

	Location	Mobility Target	Existing 2018 Conditions Volume/ Capacity*	Future 2023 Conditions Volume/ Capacity*	Future 2035 Conditions Volume/ Capacity*
1	West Marine Dr/OR 202/US 101 Business (Smith Point Roundabout)	0.90 v/c	0.72	-	0.77
2	West Marine Dr/Hamburg Ave	Highway movements - 0.90 v/c, Non-highway movements - 0.95 v/c	0.43/0.67	-	0.46/**1.05**
3	West Marine Dr/Portway St	0.90 v/c	0.51	-	0.56
4	West Marine Dr/US 101 Bridge	0.85 v/c	0.71	-	0.81
5	West Marine Dr/Basin St	0.85 v/c	0.49	-	0.53
6	West Marine Dr/Columbia Ave	0.85 v/c	0.51	-	0.61
7	West Marine Dr/Hume Ave	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.44/0.31	0.45/0.32	0.46/0.36
8	West Marine Dr/2nd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.11	0.34/0.11	0.35/0.13
9	West Marine Dr/3rd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.13	0.34/0.13	0.35/0.15

10	West Marine Dr/4th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.33/0.40	0.34/0.42	0.34/0.36
11	West Marine Dr/5th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.33/0.19	0.33/0.20	0.34/0.20
12	West Marine Dr/6th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.32/0.30	0.32/0.32	0.33/0.32
13	West Marine Dr/Astor St/7th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.31/0.25	0.31/0.26	0.32/0.27
14	West Marine Dr (Westbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.41/0.02	0.42/0.01	0.43/0.02
15	West Marine Dr (Eastbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.39/0.22	0.39/0.23	0.41/0.24
16	West Marine Dr/9th St	0.85 v/c	0.48	0.48	0.50
17	Commercial St/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.54/0.10	0.55/0.10	0.59/0.08

Note: * At signalized locations the V/C ratio reported as intersection average, and at un-signalized locations, the V/C ratio reported as worst major/ minor movement.

The following memorandum summarizes the existing (2018) and baseline (2023 and 2035) transportation conditions for the Astoria Uniontown Reborn Master Plan and West Marine Drive study area in greater detail. Included is an inventory of the existing transportation facilities, a safety evaluation of the roadways and intersections, a qualitative review of the pedestrian and bicycle networks, and a motor vehicle operational analysis of study intersections.

Study Area

The transportation assessment includes two study areas, Uniontown and Downtown. The Uniontown assessment includes intersections in the immediate Astoria Uniontown Reborn Master Plan study area and is generally bounded by the Columbia River to the north, West Marine Drive to the south, Columbia Avenue to the east, and Youngs Bay to the west. The Uniontown analysis will provide a traffic operational analysis for both existing (2018) and baseline (2035) scenarios to determine potential improvement needs triggered with build out of the Astoria Uniontown Reborn Master Plan study area. The following locations have been identified as study intersections for the Uniontown assessment, with their intersection control listed:

1. OR 202/US 101 Business/West Marine Drive (roundabout)
2. Hamburg Avenue/West Marine Drive (unsignalized)
3. Portway Street/West Marine Drive (signalized)
4. US 101 Bridge/West Marine Drive (signalized)
5. Basin Street/West Marine Drive (signalized)
6. Columbia Avenue/West Marine Drive (signalized)

The Downtown assessment includes intersections along Marine Drive and Commercial Street between Columbia Avenue and 9th Street. The Downtown analysis will provide a traffic operational analysis for the potential reconfiguration of Marine Drive along this segment for existing (2018) and baseline (2023 and 2035) scenarios. The following locations have been identified as study intersections for the Downtown assessment, with their intersection control listed:

7. Hume Avenue/West Marine Drive (unsignalized)
8. 2nd Street/West Marine Drive (unsignalized)
9. 3rd Street/West Marine Drive (unsignalized)
10. 4th Street/West Marine Drive (unsignalized)
11. 5th Street/West Marine Drive (unsignalized)
12. 6th Street/West Marine Drive (unsignalized)
13. 7th Street/Astor Street/West Marine Drive (unsignalized)
14. 8th Street/West Marine Drive (Westbound)
15. 8th Street/West Marine Drive (Eastbound) (unsignalized)
16. 9th Street/West Marine Drive (signalized)
17. 8th Street/Commercial Street (unsignalized

Current Facilities

The existing transportation system includes a range of facilities for people who walk, ride bikes, use transit, or drive.

Pedestrians

Pedestrian and bicycle access is provided throughout the study area, as shown in Table 2. Sidewalk facilities exist on both the north and south sides of West Marine Drive for the entire study corridor, although the quality of these sidewalk facilities varies. Sidewalk widths range between 6 and 14 feet, with the highest being in downtown Astoria. The typical sidewalk width along the project corridor is 8 feet. Despite this width, the sidewalk is frequently blocked due to street light and utility poles, signing, or driveway accesses along the corridor, reducing the effective sidewalk width. Along portions of West Marine Drive, the sidewalk is separated from traffic by either a bike lane or on-street parking, but this separation is limited. While non-decorative lighting is provided along West Marine Drive, increasing pedestrian comfort, few street trees are located near the sidewalk throughout the corridor to provide shade and additional comfort for pedestrians.

Generally, less than 50 pedestrians were observed during the PM peak hour at study intersections. Pedestrian volumes tend to be highest in downtown Astoria or in other areas with more commercial activities, such as the area near the intersection of West Marine Drive/Columbia Avenue. The intersection of 9th street and West Marine Drive has the highest pedestrian volumes with 88 pedestrians recorded during the PM peak hour.

Signalized intersections at Portway Street, US 101 Bridge, Basin Street, Columbia Avenue, and 9th Street provide the best opportunities for pedestrians to cross West Marine Drive. These intersections have at least one marked crosswalk, in addition to featuring pedestrian signals and intersection lighting. Some unsignalized intersections along this study corridor also have striped pedestrian crossings or lighting to increase pedestrian comfort. Most crosswalks are open along the corridor with curb ramps provided at most intersections. Curb extensions are not utilized at intersections in the study area.

Bicyclists

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 (see Table 2). 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. The bike lanes, if available, range from 5 to 7 feet wide and are painted on-street with no physical separation for traffic. High corridor traffic volumes, frequent driveways and heavy right turning traffic are all potential conflicts with bicyclists along West Marine Drive. Furthermore, challenging intersection geometry, including five-legged intersections and the conversion of West Marine Drive to a one-way couplet, can also make cycling difficult in downtown Astoria.

Bicycle volumes are low throughout the study corridor, with less than 10 bicycles observed at study intersections during the PM peak hour. The 7th Avenue/West Marine Drive/Astor Street intersection has the highest bicycle volume, with 9 observed during the PM peak hour. The Astoria Riverwalk multi-use trail that runs parallel to West Marine Drive, one block to the north, may explain the lower bicycle volumes along the study corridor. This trail is wide enough (8 to 12 feet) to support multiple uses and provides a scenic and calm environment compared to West Marine Drive for both bicyclists and pedestrians. All study intersections along West Marine Drive provide a local street connect to the trail, except for the US 101 Bridge and the 8th Street/Commercial Street intersection. The signalized study intersections and the Smith Point Roundabout provide the best West Marine Drive crossing opportunities for trail users. These intersections also connect the Astoria Riverwalk trail to other destinations and attractions within Astoria.

Table 2: Existing Pedestrian and Bicycle Characteristics

Roadway (limits)	Pedestrian Facilities	Walk Score*	Bike Facilities
West Marine Drive (Smith Point Roundabout to Columbia Avenue)	Sidewalks on both sides	47	Bike lane on north side; none on south side
West Marine Drive (Columbia Avenue to 6th St.)	Sidewalks on both sides	59	None
West Marine Drive (6th St. to 8th St.)	Sidewalks on both sides	87	Bike lanes on both sides
West Marine Drive (8th St. to 9th St.)	Sidewalks on both sides	87	Bike lanes on north side; none on south side
8th St. (West Marine Drive to Commercial St.)	Sidewalks on both sides	87	Bike lane on west side

Commercial St. (8th St. to 9th St)	Sidewalks on both sides	87	Bike lane on south side; none on north side

*Source: Walk Score, July 2018. Score is representative of the corridor

Transit Users

Transit service is provided in Astoria through the Sunset Empire Transportation District. This system provides service through Astoria, in addition to providing daily bus service connecting to Warrenton, Hammond, Seaside, Cannon Beach, and Rainier. 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.

Transit service is provided to Warrenton and Hammond daily between 6 AM and 7 PM. Hourly buses run during the week, and six buses run during the weekend. During the week, hourly bus service is also provided south to Seaside between 6 AM and 10 PM. These routes also serve stops throughout Astoria. The Pacific Connector route connects Astoria to Cannon Beach and Tillamook on weekends with five daily trips. Transit service also connects Astoria to Portland and Longview with twice daily bus service.

Drivers

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 Washington state. Consequently, West Marine Drive is designed to provide a high-capacity corridor through Astoria. A four-lane cross section (i.e., two through lanes in each direction) is maintained through the study area, although in some sections left turn lanes are provided to further facilitate 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 west of 2nd Street to 25 miles per hour between 2nd Street and 7th Street. Within downtown Astoria (east of 7th Street), the posted speed is 20 miles per hour.

Within the study area, West Marine Drive also connects to major highways, including US 101 and OR 202 and key local streets at traffic signals throughout the study corridor. US 101 connects West Marine Drive and Astoria to Washington state to the north and the Oregon coast to the west, while OR 202 travels southeast from Astoria. Other local streets connect West Marine Drive to the neighborhoods to the south. The remaining roadways in the study corridor serve local traffic needs or business access and primarily connect with West Marine Drive at two-way stop-controlled intersections. Characteristics of the major roadways in the study area are summarized in Table 3.

Table 3: Study Area Roadway Characteristics

Roadway (limits)	Functional Classification*	Cross Section	Posted Speed
West Marine Drive			
OR 202 to Columbia Avenue	Statewide	4 to 5 lanes	30 mph

Columbia Avenue to 2nd Street	Statewide	4 to 5 lanes	30 mph
2nd Street to 9th Street	Statewide	4 lanes	25 mph (2nd St. to 7th St.), 20 mph (7th St. to 9th St.)
OR 202	Statewide	3 lanes	35 mph
US 101	Statewide	2 lanes	55 mph
Portway Street	Commercial/Industrial Collector	2 lanes	25 mph
Basin Street	Mixed-Use Local Street	2 lanes	25 mph
Columbia Avenue	Mixed-Use Local Street (north of West Marine Drive), Residential Local Street (south of West Marine Drive)	2 lanes	25 mph
Bond Street	Residential Collector	2 lanes	25 mph
9th Street	Mixed-Use Local Street	2 lanes	20 mph

*Source: Oregon Highway Plan and Astoria Transportation System Plan, Retrieved July 2018.

Travel Conditions

This section summarizes the existing and future travel conditions for the study area.

Intersection Safety Evaluation

Safety of the intersections in the study area was assessed through historic crash data to identify deficiencies. Intersection crash data was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist crashes. Crash data from the past five years (January 2012 through December 2016) was obtained from ODOT for West Marine Drive and intersecting roadways in the study area.

Over the past five years, 171 crashes occurred at the 17 study intersections. Nearly one-third of the crashes occurred at the Smith Point Roundabout (52 of 171 crashes), while the remaining intersections had less than 20 recorded crashes each. Most of the crashes occurring at the roundabout were either sideswipe, rear end, or turning movement crashes. Many of the crashes at other study locations were rear end crashes. One exception is the intersection of 8th and Commercial which has a high volume of turning movement crashes, likely due to the hard-left turn of US 30 from southbound 8th Street to eastbound Commercial Street.

While many crashes occurred at the study intersections, they were generally not severe; 98 of 171 crashes were property damage only. Most of the remaining crashes did not involve serious injuries. Over the last five years, only one fatality was recorded at the intersection of West Marine Drive and Portway Street. This crash occurred at dusk when a vehicle disregarded the traffic signal while turning left in front of oncoming traffic. Two severe injuries occurred when drivers hit pedestrians at 6th Street and 8th Street, and 19 other crashes resulted in moderate injuries.

Pedestrian Safety

There were 23 reported crashes involving pedestrians over the past five years; a pedestrian was struck by a vehicle in nine of these crashes. Pedestrian crashes were more common in the downtown Astoria study area (19 of 23 crashes) compared to the Astoria Uniontown study area. Within downtown, nine of the crashes involving pedestrians occurred at the intersection of West Marine Drive and 6th Street. The intersections of West Marine Drive with OR-202 (Smith Point Roundabout), 7th Street, 8th Street (westbound), and 8th Street (eastbound) each recorded two pedestrian involved crashes. One pedestrian involved crash was recorded over the past five years at the intersections of Portway Street, Basin Street, Hume Avenue, 3rd Street, 4th Street, and 5th Street.

Pedestrians sustained injuries in all nine reported pedestrian crashes where they were struck by a vehicle. Two of these crashes involved severe injuries for pedestrians, both of which were in downtown Astoria at 6th Street and 8th Street. The remaining crashes all resulted in moderate injuries to pedestrians.

Drivers failed to yield to pedestrians in 35% of crashes involving pedestrians; failure to yield was a factor in 78% of crashes when drivers struck a pedestrian. Inattention also played a role in 33% of crashes involving pedestrians. One crash involved a pedestrian illegally in the roadway, and one crash, where a pedestrian was struck, involved alcohol. Most of the crashes involving pedestrians occurred during the day (78%). Most (87%) of the pedestrian crashes took place during dry conditions, often with clear skies. Two crashes occurred at night without street lighting with wet roadway conditions. Pedestrian crashes were most common in both summer (22%) or fall (43%); 17% of pedestrian crashes occurred in both winter and spring.

Bicycle Safety

Two reported crashes involved bicyclists over the past five years at Hamburg Street and Basin Street, intersections with on-street bike lanes along westbound West Marine Drive. One crash resulted in severe injuries and the other crash led to moderate injuries for each bicyclist. In both accidents, drivers failed to yield to each bicyclist while turning either left or right. One crash occurred during daylight with a dry roadway while the other crash occurred at night without streetlights during rainy conditions.

Motor Vehicle Safety

Crash rates provide an additional perspective on intersection safety and identify locations where people have a higher risk of being involved in a crash. Crash frequencies (the number of crashes in a period of time) tend to increase with higher vehicle traffic. With more exposure to vehicles, there are more opportunities for crashes to occur. Crash rates consider the amount of crashes relative to the traffic volume at the intersection and are expressed in units of crashes per million entering vehicles. Study intersections are divided into groups of similar intersections for this analysis, called “Intersection Populations.”

Crash rates for the study intersections were calculated and evaluated using two methods: the critical crash rate method from the Highway Safety Manual and by comparison to statewide 90th percentile crash rates published by ODOT. The critical crash rate method compares an intersection’s crash history to that of other similar intersections in Astoria, adjusting for volume at the intersection. The 90th

percentile crash rate compares an intersection's crash history to that of other similar intersections across Oregon. Where an intersection's crash rate is greater than either of these two thresholds, it is an indication that a problem might exist, and that further study is warranted.

The Excess Proportion of Specific Crash Types method from the Highway Safety Manual was used as an additional analysis tool at locations with high crash rates. This method identifies the types of crashes that are over-represented at an intersection, when compared to other similar intersections.

Additionally, each study intersection was compared with the 2016 Top 10% Safety Priority Index System (SPIS) list to further identify intersections that have potential safety issues.

The collision rates calculated (based on the past five years of crash data) for the study intersections, excess proportion of crashes, and 2016 SPIS sites can be seen in Table 4. Both the critical crash rate and the 90th percentile crash rates were exceeded at the Basin Street/West Marine Drive intersection, 6th Street/West Marine Drive intersection, 8th Street/West Marine Drive (south) intersection, and 8th Street/Commercial Street intersection. Additionally, both the Smith Point Roundabout and the 8th Street/Commercial Street intersection were flagged as top 10% SPIS sites for 2016.

- **The Smith Point Roundabout** is a two-lane roundabout at the junction of two highways. While this site was not included in the critical crash rate or excess proportion analysis, it has the highest crash rate of al study intersections, and it experiences a high portion of turning movement, side-swipe, and rear end crashes. These crashes could arise from lane changes in the roundabout as vehicles navigate towards their desired exit or aggressive driver behavior since it provides the last passing opportunity for westbound vehicles before entering a long, two-lane bridge. Poor visibility of both lanes for entering vehicles, through either vehicle occlusion or the trees included as part of the center island landscaping, could lead to more crashes at this site. These issues could be compounded by drivers who are less familiar with operations at this location, as this roundabout is located along a major tourist route.

- **The Basin Street intersection** experiences a high volume of rear-end crashes, particularly for westbound traffic, which could be due to its close proximity to the US 101 bridge. There was also one bike and pedestrian crash at this intersection.

- **The West Marine Drive and 6th Street intersection** had several rear-end and nine pedestrian crashes over the last five years, including three crashes where a pedestrian was struck by a motor vehicle. These crashes could arise from queuing spillback or turning movements in downtown Astoria, especially since this area has limited sight distance following a curve. The pedestrian crashes could occur for similar reasons, especially with limited locations for pedestrians to cross West Marine Drive.

- **The 8th Street (Eastbound) intersection** experiences predominantly rear end and angle collisions. These crashes could arise from traffic exiting westbound West Marine Drive to downtown Astoria, which must stop at this intersection, or from vehicles slowing due to the curve for eastbound West Marine Drive at this site.
- **The 8th and Commercial Street intersection** experiences a high proportion of turning movement crashes. This site has a unique intersection configuration where West Marine Drive transitions to a one-way couplet through downtown Astoria. Eastbound traffic along West Marine Drive must turn left at this intersection to continue along Commercial Street; approximately 40% of these turning movement crashes could actually be sideswipe overtaking crashes because the vehicle movement patterns follow the eastbound West Marine Drive alignment. One-third of crashes at this site involved a truck, including and half of the turning movement crashes that could be sideswipe crashes involved trucks at this location. Existing standard 12-foot lanes and typical urban turn radii make it especially challenging for freight traffic to navigate this turn, leading to a higher number of crashes.

Table 4: Intersection Crash Summary

	Location	Reference Population	Total Collisions (2012 to 2016)	Observed Crash Rate (per MEV)	Critical Crash Rate (per MEV)	Over Critical Crash Rate	90th Percentile Rate (per MEV)	Over 90th Percentile Rate	Excess Proportion Crash Types	Top 10% SPIS
1	OR 202/US 101 Business//West Marine Drive (Smith Point Roundabout)	--	52	1.50	--	--	--	--	--	Yes
2	Hamburg Avenue/West Marine Drive	Urban 4ST	6	0.19	0.43	Under	0.408	Under	None	No
3	Portway Street/ West Marine Drive	Urban 3SG	11	0.36	0.45	Under	0.509	Under	None	No
4	US 101 Bridge/West Marine Drive	Urban 3SG	10	0.30	0.44	Under	0.509	Under	None	No
5	Basin Street/West Marine Drive	Urban 3SG	19	0.65	0.45	Over	0.509	Over	None	No
6	Columbia Avenue/West	Urban 4SG	13	0.46	0.71	Under	0.86	Under	None	No

	Marine Drive									
7	Hume Avenue/ West Marine Drive	Urban 3ST	3	0.11	0.27	Under	0.293	Under	None	No
8	2nd Street/West Marine Drive	Urban 4ST	2	0.08	0.45	Under	0.408	Under	Rear-End	No
9	3rd Street/West Marine Drive	Urban 4ST	4	0.15	0.45	Under	0.408	Under	None	No
10	4th Street/West Marine Drive	Urban 4ST	4	0.15	0.45	Under	0.408	Under	Turning Movements	No
11	5th Street/West Marine Drive	Urban 4ST	1	0.04	0.45	Under	0.408	Under	None	No
12	6th Street/West Marine Drive	Urban 4ST	12	0.46	0.45	**Over**	0.408	**Over**	Pedestrian, Rear-End	No
13	7th Street/West Marine Drive	Urban 4ST	10	0.38	0.45	Under	0.408	Under	None	No
14	8th Street/West Marine Drive (Westbound)	Urban 3ST	3	0.23	0.34	Under	0.293	Under	None	No
15	8th Street/West Marine Drive (Eastbound)	Urban 3ST	6	0.42	0.32	**Over**	0.293	**Over**	None	No
16	9th Street/West Marine Drive	Urban 4SG	0	0.00	0.80	Under	0.86	Under	None	No
17	8th Street/ Commercial Street	Urban 4ST	15	1.04	0.52	**Over**	0.408	**Over**	Turning Movements	**Yes**

Per MEV = Crashes per million entering vehicles

Segment Safety

Safety of the roadway segments in the study area was assessed through historic crash data to identify deficiencies. Crash data from the past five years (January 2012 through December 2016) was obtained from ODOT for West Marine Drive and intersecting roadways in the study area. Crashes that occurred at intersections or were likely intersection-related were analyzed as part of the preceding intersection safety analysis; these crashes are not included in this safety analysis of segments. Segment crash data was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist crashes.

Over the past five years, 59 crashes occurred along the West Marine Drive study corridor on roadway segments between study intersections. Nearly half of these crashes occurred between the Basin Street and Columbia Street intersections (23 of 79 crashes), while the remaining roadway segments had five or fewer crashes each. Over half of the crashes occurring between Basin Street and Columbia Street were identified as intersection crashes at Bay Street and West Marine Drive which was not included in this study. This intersection partially explains the high number of crashes between the Basin Street and Columbia Street study intersections.

Generally, the segment crashes were not severe; 37 of 59 crashes were property damage only. Over the last five years, one fatality was recorded at the intersection. This crash occurred on a wet night when a vehicle struck a power pole between Columbia Street and Hume Street.

Pedestrian Safety

There were 3 reported crashes involving pedestrians over the past five years; these three crashes all occurred at the Bay Street and West Marine Drive intersection where a signalized pedestrian crossing is installed. All pedestrian crashes that occurred on roadway segments led to at least one non-fatal injury.

Drivers failed to yield to pedestrians in all pedestrian crashes at this site. Two of these crashes involved alcohol. Two of the three pedestrian crashes occurred at night with street lights (67%), and two of the pedestrian crashes occurred during dry conditions with clear skies (67%). All of these pedestrian crashes occurred during the spring.

Bicycle Safety

One reported crash involved a bicyclist over the past five years at the Bay Street and West Marine Drive intersection, a location with on-street bike lanes along westbound West Marine Drive, which led to a non-fatal injury. In this incident, a driver failed to yield to a bicyclist. This crash occurred during daylight with a dry roadway.

Motor Vehicle Safety

Crash rates can also be used to identify segments where individuals have a higher risk of being involved in a crash. Crash frequencies (the number of crashes in a period of time) tend to increase with higher vehicle traffic and longer roadway segments. With more exposure to vehicles, there are more opportunities for crashes to occur. Crash rates consider the amount of crashes relative to the traffic volume and length of a segment and are expressed in units of crashes per million entering vehicles. Study segments are divided into groups of similar segments based on roadway functional classification for this analysis, called “Segment Populations.”

Crash rates for the study segments were calculated and evaluated using the critical crash rate method from the Highway Safety Manual. The critical crash rate method compares a segment’s crash history to that of other similar segments in Astoria, adjusting for volume and segment length. When a segment’s crash rate is greater than this threshold, it is an indication that a problem might exist, and that further study is warranted.

The collision rates calculated (based on the past five years of crash data) for the study segments, and 2016 SPIS sites can be seen in Table 5. The critical crash rate was exceeded between the Basin Street and Columbia Street intersections, although this is likely due to the inclusion of the Bay Street intersection on this segment.

Table 5: Segment Crash Summary

	Location	Reference Population	Total Collisions (2012 to 2016)	Observed Crash Rate (per MEV)	Critical Crash Rate (per MEV)	Over Critical Crash Rate
1	Smith Point Roundabout – Hamburg Ave	Urban, Other Principal Arterial (UOPA)	2	0.40	2.42	Under
2	Hamburg Ave – Portway Street	UOPA	4	0.81	2.43	Under
3	Portway Street – US 101 Bridge	UOPA	4	0.79	2.42	Under
4	US 101 Bridge – Basin Street	UOPA	2	1.47	3.50	Under
5	Basin Street – Columbia Avenue	UOPA	23	3.49	2.29	**Over**
6	Columbia Avenue – Hume Avenue	UOPA	4	1.19	2.67	Under
7	Hume Avenue – 2nd Street	UOPA	5	0.87	2.35	Under
8	2nd Street – 3rd Street	UOPA	1	0.77	3.56	Under
9	3rd Street – 4th Street	UOPA	3	2.33	3.57	Under
10	4th Street – 5th Street	UOPA	2	1.95	3.88	Under
11	5th Street – 6th Street	UOPA	2	1.56	3.58	Under
12	6th Street – 7th Street	UOPA	3	2.37	3.59	Under
13	7th Street – West Marine Drive (EB)/8th Street	UOPA	0	0.00	4.48	Under
14	7th Street – West Marine Drive (WB)/8th Street	UOPA	0	0.00	4.70	Under
15	West Marine Drive (WB)/8th Street – 9th Street	UOPA	2	3.13	4.70	Under
16	West Marine Drive (EB)/8th Street – 9th Street	UOPA	0	0.00	11.28	Under
17	8th Street/Bond Street – 8th Street/Commercial Street	UOPA	2	3.17	4.72	Under

Per MEV = Crashes per million entering vehicles

Driving Conditions

Study intersections are compared to mobility targets and standards intended to maintain a minimum level of efficiency for motor vehicle travel. Two methods to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS).

- **Volume-to-capacity (v/c) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of occupied capacity (capacity defined as the theoretical maximum vehicle throughput in a given time frame) at a turn movement, approach leg, or intersection. It is the peak hour traffic volume divided by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance. A ratio greater than 1.00 indicates the turn movement, approach leg, or intersection is oversaturated, which usually results in excessive queues and long delays.
- **Level of service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and traffic is highly congested.

Intersection mobility targets vary by jurisdiction of the roadways. All of the study intersections are under state jurisdiction and must comply with the v/c ratios in the Oregon Highway Plan (OHP). The ODOT v/c targets are based on highway classification and posted speeds. The applicable mobility targets at each study intersection are identified in Table 6. Study intersections that do not meet the mobility targets shown will require mitigation strategies to be identified.

Existing Motor Vehicle Volumes

Motor vehicle traffic volumes at study intersections were collected in the summer of 2018.[2] The count data obtained suggests that systemwide peak volumes occur at most of the study intersections between 4:15 p.m. and 5:15 p.m., which therefore will be applied as the peak hour of traffic to compare to ODOT mobility targets for current and future conditions.

The existing peak hour volumes at the study intersections were adjusted to represent the 30th highest annual hour of traffic (30 HV) volumes, based on the methodology summarized in the Traffic Methodology and Assumptions Memorandum included in the Appendix. The factors resulted in a six percent increase to the counts to adjust for seasonal variations in traffic, replicating 30 HV conditions. The final existing 30 HV peak hour volumes for the study intersections are displayed in Figures 1a and 1b.

The existing traffic volumes includes freight vehicles. Freight through traffic along the US 30/Marine Drive corridor accounts for 2.5% of all through traffic, on average, during the PM peak, although this value can be higher for turning movements at specific intersections. Freight traffic for most movements at cross-streets along this corridor is less than 5% with most minor street approaches seeing no freight vehicles during the PM peak hour. Movements with a higher proportion of freight traffic include the

[2] Based on counts conducted July 10th, and July 11th, 2018 by ODOT.

turning movements to and from the US 101 bridge, which range from 1 to 6%. These heavy vehicle percentages are lower than those recorded by the nearby automated traffic recorder, located on the US 101 bridge, which indicates US 101 has 12% heavy vehicles. However, they are in line with the average heavy vehicle percent on the day the traffic count was collected which ranged from 3-7% heavy vehicles. The slightly lower values during the PM peak could arise from heavier freight traffic during the morning and increased passenger car traffic during the PM. Other turning movements that provide access to the industrial areas north of West Marine Drive between 2nd Avenue and Astoria's downtown also have a higher proportion of heavy vehicles.

However, many of these turning movements are on low-volume approaches which could inflate the heavy vehicle percentage.

Figure 1a: Existing Motor Vehicle Volumes

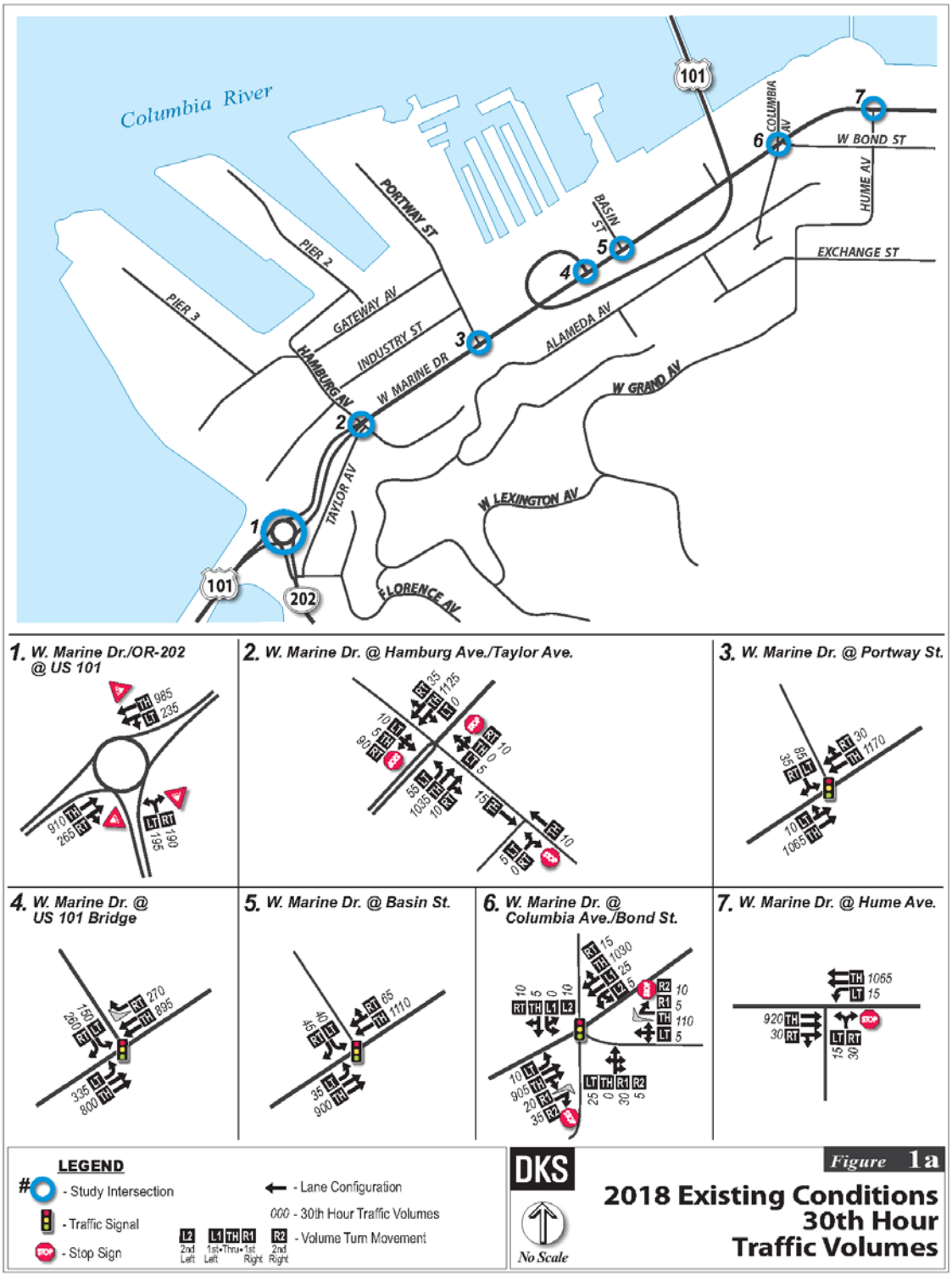
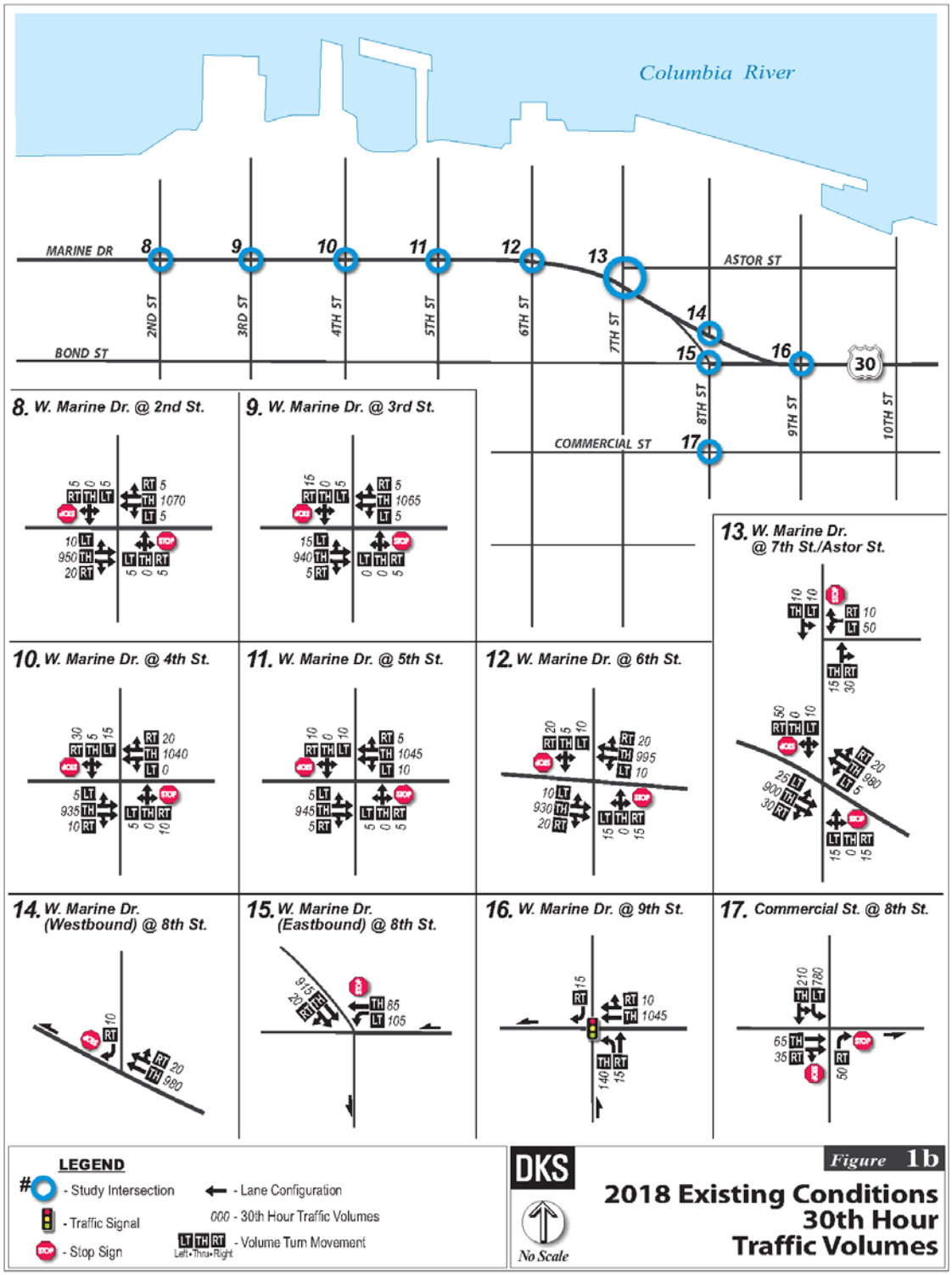


Figure 1b: Existing Motor Vehicle Volumes



Existing Intersection Operations

The motor vehicle performance evaluation utilized Highway Capacity Manual (HCM) 6th Edition methodology[3] for un-signalized study intersections and HCM 2000 for signalized study intersections. All study intersections operate below their mobility standards in the existing 2018 analysis year (see Table 6).

Table 6: 2018 Study Intersection Traffic Operational Analysis

	Location	Mobility Target	Existing 2018 Conditions Volume/ Capacity*	Delay (seconds) *	Level of Service *
1	West Marine Dr/OR 202/US 101 Business (Smith Point Roundabout)	0.90 v/c	0.72	4.2	A
2	West Marine Dr/Hamburg Ave	Highway movements - 0.90 v/c, Non-highway movements - 0.95 v/c	0.43/0.67	12.2/63.3	B/F
3	West Marine Dr/Portway St	0.90 v/c	0.51	5.7	A
4	West Marine Dr/US 101 Bridge	0.85 v/c	0.71	31.7	C
5	West Marine Dr/Basin St	0.85 v/c	0.49	3.6	A
6	West Marine Dr/Columbia Ave	0.85 v/c	0.51	15.9	B
7	West Marine Dr/Hume Ave	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.44/0.31	10.6/38.3	B/E
8	West Marine Dr/2nd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.11	11.9/45.3	B/E
9	West Marine Dr/3rd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.13	11.1/30.2	B/D
10	West Marine Dr/4th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.33/0.40	10.8/50.1	B/F
11	West Marine Dr/5th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.33/0.19	10.8/44.9	B/E
12	West Marine Dr/6th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.32/0.30	10.6/48.1	B/E
13	West Marine Dr/Astor St/7th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.31/0.25	10.9/42.9	B/E
14	West Marine Dr (Westbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.41/0.02	0.0/12.7	A/B
15	West Marine Dr (Eastbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.39/0.22	0.0/14.2	A/B
16	West Marine Dr/9th St	0.85 v/c	0.48	10.9	B
17	Commercial St/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.54/0.10	9.8/10.0	A/B

Note: * At signalized locations the V/C ratio, LOS and delay reported as intersection average, and at un-signalized locations, the V/C ratio, LOS and delay reported as worst major/ minor movement.

[3] *Highway Capacity Manual, 6th Edition*. Transportation Research Board. Washington, DC. 2016.

Baseline Transportation System Improvements

The starting point for the 2035 operations analysis relied on a list of street system improvement projects contained in the Astoria Transportation System Plan (2013). These projects represent only those that are expected to be reasonably funded, and therefore can be included in the 2035 Baseline scenario.

Roadway

Several roadway enhancements are identified in Astoria's TSP which directly impact the study corridor or could affect circulation and traffic patterns. Notably, the TSP includes a road reconfiguration project for West Marine Drive between Columbia Avenue and 9th street which is assumed to happen in the short term. This project includes reducing West Marine Drive to three travel lanes and adding bike lanes. While this project has been identified in the TSP, additional analysis is needed, so this project will only be included in future build scenarios for both 2023, the expected opening year, and 2035. The TSP also recommends coordinated signal timing from Portway Street to Columbia/Bond Street on West Marine Drive as a medium-term project. Since this project will likely be implemented by 2035, signal timings in this section of the corridor will be optimized for the 2035 baseline model.

Other projects are expected to occur near the study corridor as part of the TSP, however, these projects are not included in the 2035 baseline model due to their limited impacts to the study corridor. These projects include a proposal to convert Bond Street to two-way traffic with traffic calming measures between Hume and 7th Avenue. As a parallel route to West Marine Drive, converting Bond Street to two-way traffic could re-route some drivers to this facility, reducing volumes along West Marine Drive. However, it is more conservative to assume drivers do not re-route from West Marine Drive to understand possible traffic impacts from the proposed road reconfiguration. Additionally, with appropriate traffic calming measures, Bond Street would be maintained for local traffic rather than as an alternative through route. Local connectivity enhancements are also identified in the TSP for the industrial area north of West Marine Drive off Bay Street.

Pedestrian and Bicycle

The Astoria TSP identified many pedestrian and bicycle improvements near the project corridor. Pedestrian projects include sidewalk infill along Bond Street between Hume and 2nd Street and additional crossing enhancements at West Marine Drive and Bay Street, 6th Street, 8th Street, and at Commercial Street/8th Street. The bicycle plan includes completing the existing bike lane gaps along West Marine Drive and additional shared roadway and wayfinding improvements on 6th Street and Bond Street. Additional wayfinding guidance will also be provided at the Smith Point Roundabout. These enhancements will improve existing bicycle and pedestrian infrastructure along the corridor.

Transit

The Sunset Empire Transportation District long-range plan identifies several expansions to their existing service. Daily transit service will be provided in Astoria through an east and west route to replace existing transit service provided by regional transit routes. The Astoria routes will operate with hourly headways during the week from 5:45 AM and 10 PM and from 7 AM to 10 PM on weekends. These

improvements will be coupled with additional bus stop amenities provided throughout the City of Astoria as part of the TSP. Regional transit connections will still be provided to Seaside and Warrenton between 6 AM and 10 PM daily 7 AM to 10 PM on weekends. Service will be provided every 30 minutes during weekly peak periods on 60 minutes otherwise; headways of up to two hours will be used during the weekend. Service to Portland via regional routes will also be expanded to four daily trips with two additional shorter trips.

Future Motor Vehicle Volumes

Future 2023 and 2035 baseline traffic volumes were forecasted at the study intersections based on the Astoria-Warrenton regional travel demand model. The forecast was based on the 2002 base and 2035 baseline future Astoria-Warrenton Regional travel demand model and the 2002 and 2035 baseline Astoria window-area travel demand model to be consistent with the forecasted volumes for the 2013 TSP (as documented in the Traffic Methodology and Assumptions Memorandum included in the Appendix). The 2035 baseline model assumes the existing roadway network with additional future growth to provide an accurate picture of future baseline transportation conditions. The model volumes were post-processed following the NCHRP 765 methodology which includes estimating link level growth to estimate future turning movement volumes in the future analysis year. Traffic volumes were forecast to 2023 for the downtown Astoria portion of the study area, to understand project impacts during the anticipated opening year, and to 2035 for the entire corridor. These volumes are summarized below in Figures 2a, 2b, 3a and 3b.

Figure 2a: 2023 Motor Vehicle Volumes

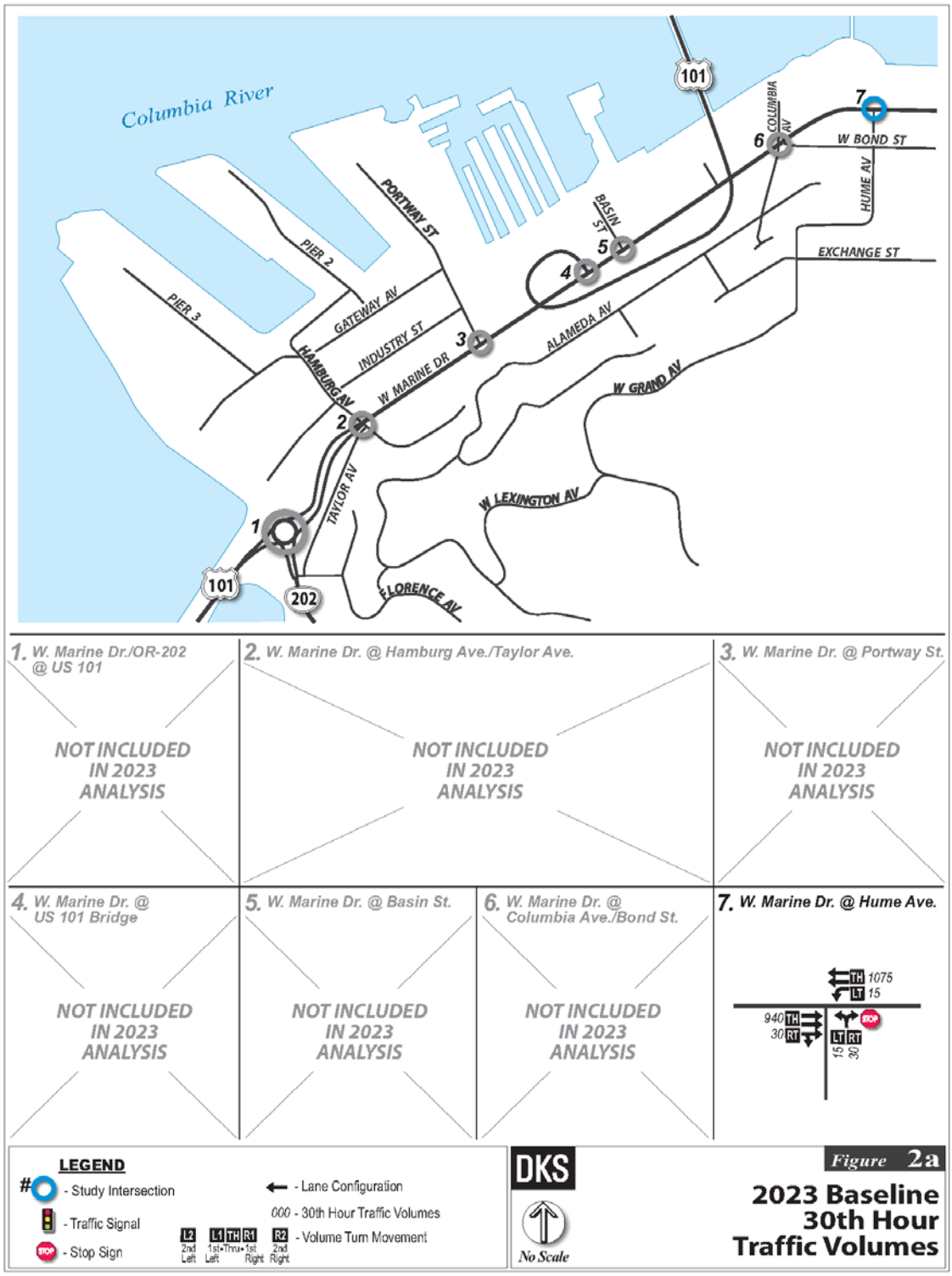


Figure 2b: 2023 Motor Vehicle Volumes

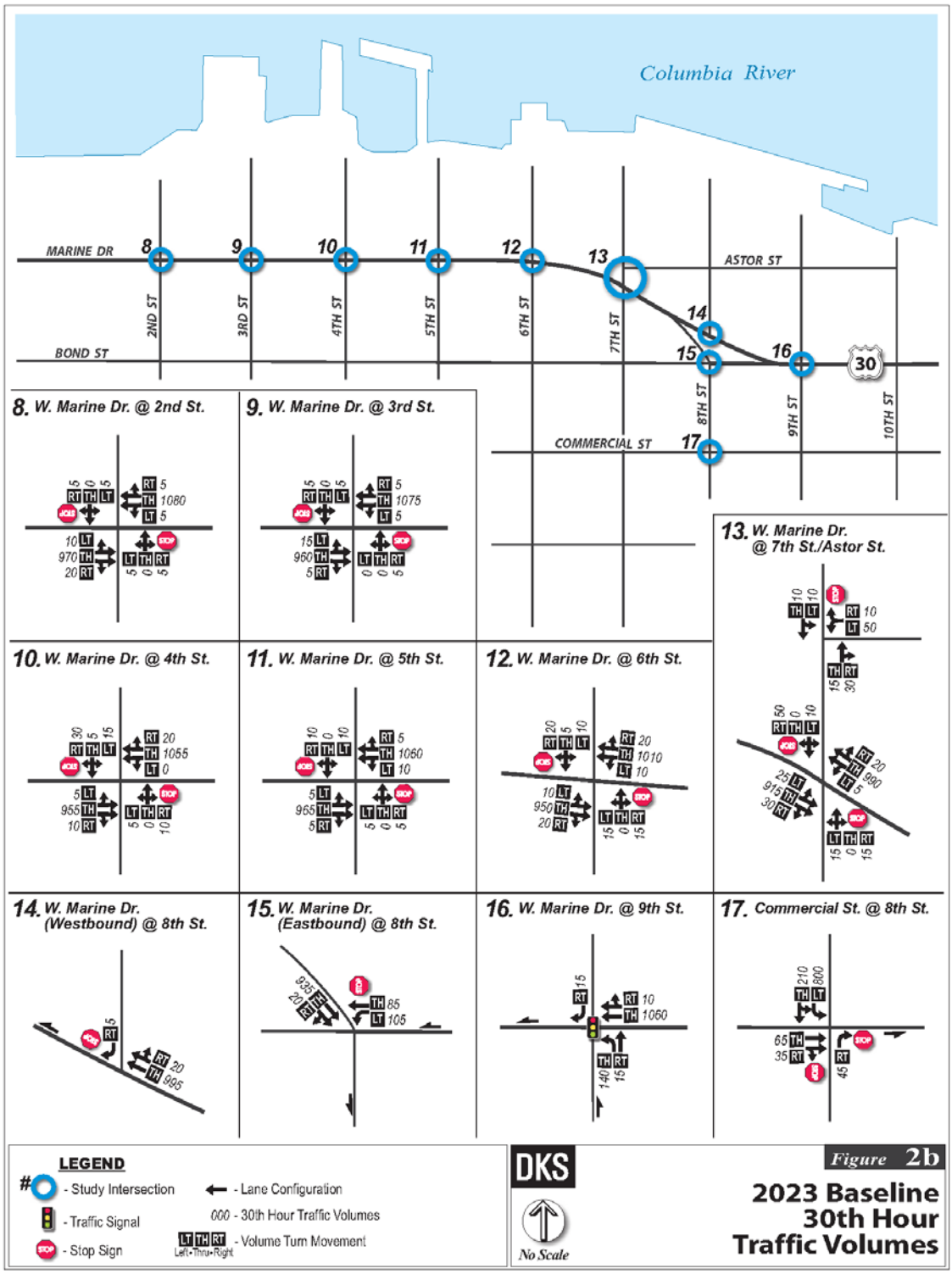


Figure 3a: 2035 Motor Vehicle Volumes

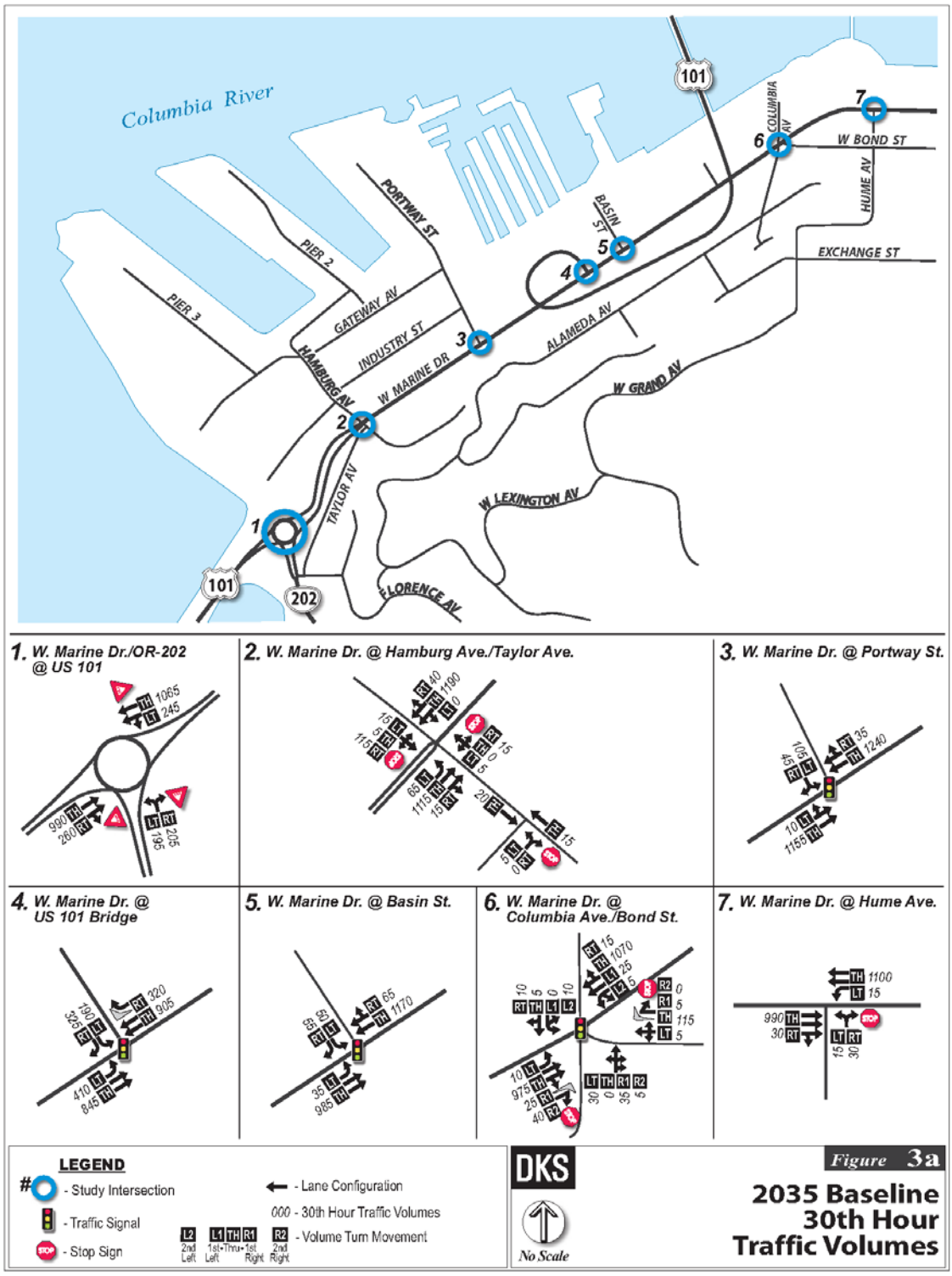
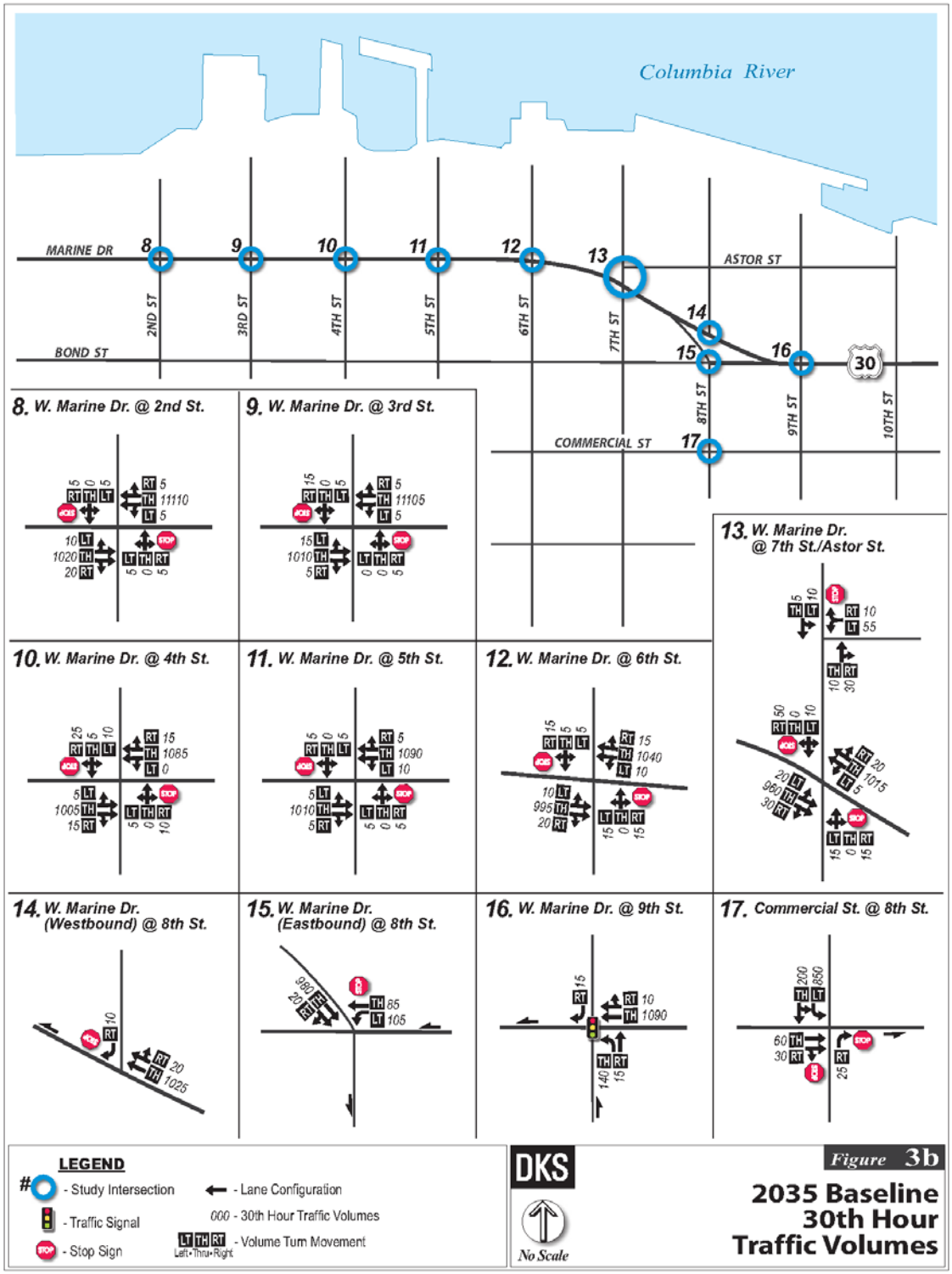


Figure 3b: 2035 Motor Vehicle Volumes



2023 Baseline Motor Vehicle Conditions (Astoria Downtown)

Baseline 2023 operations were analyzed for the portion of West Marine Drive in downtown Astoria to provide a baseline for the possible roadway reconfiguration expected to occur by 2023 along this segment. No geometric changes to West Marine Drive were assumed for the baseline analysis.

2023 Intersection Operations

The 2023 pm peak hour study intersection operations are shown in Table 7. As shown, all study intersections would be expected to operate below the mobility target through 2023. All intersections along West Marine Drive would operate with a v/c ratio of 0.55 or better during the p.m. peak hour.

Table 7: 2023 Study Intersection Traffic Operational Analysis

	Location	Mobility Target	Forecasted Baseline 2023 Conditions		
			Volume/ Capacity*	Delay (seconds) *	Level of Service *
7	West Marine Dr/Hume Ave	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.45/0.32	10.7/40.2	B/E
8	West Marine Dr/2nd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.11	12.0/47.2	B/E
9	West Marine Dr/3rd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.13	11.1/30.9	B/D
10	West Marine Dr/4th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.42	10.9/53.6	B/F
11	West Marine Dr/5th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.33/0.20	10.9/47.2	B/E
12	West Marine Dr/6th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.32/0.32	10.7/50.8	B/F
13	West Marine Dr/Astor St/7th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.31/0.26	10.9/45.0	B/E
14	West Marine Dr (Westbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.42/0.01	0.0/12.7	A/B
15	West Marine Dr (Eastbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.39/0.23	0.0/14.4	A/B
16	West Marine Dr/9th St	0.85 v/c	0.48	11	B
17	Commercial St/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.55/0.10	10.0/10.0	A/B

Note: * At signalized locations the V/C ratio, LOS and delay reported as intersection average, and at un-signalized locations, the V/C ratio, LOS and delay reported as worst major/ minor movement.

2023 Intersection Queuing

In addition to the intersection operations, vehicle queuing was assessed at study area intersections. Queuing analysis was conducted using SimTraffic and Sidra (Smith Point roundabout), which estimates the 95th percentile vehicle queue lengths, or the queue length that would not be exceeded in 95 percent of the queues formed during the peak hour. Estimated queues at the intersection of West Marine Drive and the US 101 Bridge could exceed storage at several approaches. This intersection is a major junction connecting Oregon and Washington which contributes to higher traffic volumes for all approaches, leading to longer queues. Southbound left and right turn queues generally had sufficient storage space from the two-lane bridge approach, however, eastbound and westbound through queues spilled through the nearby, closely spaced intersections including Basin Street and Portway street. Eastbound left and westbound right turn queues also exceeded their available storage space.

However, queues along other portions of the study corridor were generally estimated at less than 100 feet for both the eastbound and westbound left turns and minor street approaches. Queues for the traffic signal at 9th Street and West Marine Drive are estimated around 300 feet, but they are not expected to spillback through the downstream signal.

2035 Baseline Motor Vehicle Conditions (Astoria Uniontown and Downtown)

Baseline 2035 operations were analyzed for the entire West Marine Drive corridor. No geometric changes to West Marine Drive were assumed for the baseline analysis.

2035 Intersection Operations

Baseline 2035 intersection operations for all study intersections are summarized below in Table 8. In 2035, the majority of intersections along West Marine Drive are still expected to operate within their mobility targets; however, the southbound movement at Hamburg Avenue and West Marine Drive is expected to exceed the mobility target for non-highway approaches by 2035.

Table 8: 2035 Study Intersection Traffic Operational Analysis

			Forecasted Baseline 2035 Conditions		
	Location	Mobility Target	Volume/ Capacity*	Delay (seconds) *	Level of Service *
1	West Marine Dr/OR 202/US 101 Business (Smith Point Roundabout)	0.90 v/c	0.77	4.5	A
2	West Marine Dr/Hamburg Ave	Highway movements - 0.90 v/c, Non-highway movements - 0.95 v/c	0.46/**1.05**	12.9/153.6	B/F
3	West Marine Dr/Portway St	0.90 v/c	0.56	7.1	A
4	West Marine Dr/US 101 Bridge	0.85 v/c	0.81	25.2	C
5	West Marine Dr/Basin St	0.85 v/c	0.53	4.4	A
6	West Marine Dr/Columbia Ave	0.85 v/c	0.61	18.7	B
7	West Marine Dr/Hume Ave	Highway movements - 0.85 v/c,	0.46/0.36	11.0/45.6	B/E

		Non-highway movements - 0.95 v/c			
8	West Marine Dr/2nd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.35/0.13	12.2/52.8	B/F
9	West Marine Dr/3rd St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.35/0.15	11.3/33.8	B/D
10	West Marine Dr/4th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.36	11.0/53.1	B/F
11	West Marine Dr/5th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.34/0.20	11.0/47.7	B/E
12	West Marine Dr/6th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.33/0.32	10.8/57.3	B/F
13	West Marine Dr/Astor St/7th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.32/0.27	11.0/48.8	B/E
14	West Marine Dr (Westbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.43/0.02	0.0/13.0	A/B
15	West Marine Dr (Eastbound)/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.41/0.24	0.0/14.8	A/B
16	West Marine Dr/9th St	0.85 v/c	0.50	11.2	B
17	Commercial St/8th St	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	0.59/0.08	10.4/9.9	B/A

Note: * At signalized locations the V/C ratio, LOS and delay reported as intersection average, and at un-signalized locations, the V/C ratio, LOS and delay reported as worst major/ minor movement.

2035 Intersection Queuing

Estimated queues during 2035 along the study corridor will primarily be 100 feet or less for both the eastbound and westbound left turns and minor street approaches. Future vehicle queues at signalized intersections for mainline traffic on West Marine Drive are still expected to be longer with queues of up to approximately 300 feet. Queuing continues to be an issue, even with optimized signal phase timings, for the 2035 baseline scenario at the US 101 Bridge/West Marine Drive intersection (see Table 9). Southbound left and right turn queues will still have sufficient storage space from the two-lane bridge approach, however, eastbound and westbound through vehicle queues will continue to spill through nearby, closely spaced intersections including Basin Street and Portway Street. Eastbound left and westbound right turn vehicle queues also continue to exceed their available storage space.

Table 9: 2035 Queuing Analysis

	Location	Movement	Storage Space (ft)	95th Percentile Queue Length (ft)
4	US 101 Bridge/West Marine Drive	SBL	>1000	225
		SBR	490	225
		EBL	170*	**375**
		EBT	780	625

	WBT	190	**775**
	WBR	140	**225**

*Additional storage length available in striped two-way left-turn lane

APPENDIX F: Methodology and Assumption Memorandum

MEMORANDUM

DKS

DATE: October 19, 2018

TO: Michael Duncan | ODOT

FROM: Reah Flisakowski | DKS
Kevin Chewuk | DKS
Rochelle Starrett | DKS

SUBJECT: Astoria Uniontown Master Plan
Task 2.3 Methodology Memorandum

Project # 18061-000

The purpose of this memorandum is to establish the methods and assumptions to be used for the existing and future conditions transportation analysis for the Astoria Uniontown Master Plan. This memorandum summarizes the study intersections, describes the proposed methodology to calculate 30th highest annual hour of traffic (30HV) for 2018, forecasted 2035 volumes, and how the traffic, safety, and qualitative multi-modal analyses will be completed.

Study Intersections

The study intersections shown in Table 1 will be analyzed for the project. The locations of the study intersections can also be seen in Figure 1.

Table 1: Study Intersections and Data Collection

No	Location	Type	Duration
1	West Marine Dr/OR 202/US 101 (Smith Point Roundabout)	Turn Movement Count	16-hour
2	West Marine Dr/Hamburg Ave	Turn Movement Count	4-hour
3	West Marine Dr/Portway St	Turn Movement Count	4-hour
4	West Marine Dr/US 101 Bridge	Turn Movement Count	16-hour

5	West Marine Dr/Basin St	Turn Movement Count	4-hour
6	West Marine Dr/Columbia Ave	Turn Movement Count	4-hour
7	West Marine Dr/Hume Ave	Turn Movement Count	4-hour
8	West Marine Dr/2nd St	Turn Movement Count	4-hour
9	West Marine Dr/3rd St	Turn Movement Count	4-hour
10	West Marine Dr/4th St	Turn Movement Count	4-hour
11	West Marine Dr/5th St	Turn Movement Count	4-hour
12	West Marine Dr/6th St	Turn Movement Count	4-hour
13	West Marine Dr/Astor St/7th St	Turn Movement Count	4-hour
14	West Marine Dr (Westbound)/8th St	Turn Movement Count	4-hour
15	West Marine Dr (Eastbound)/8th St	Turn Movement Count	4-hour
16	West Marine Dr/9th St	Turn Movement Count	4-hour
17	Commercial St/8th St	Turn Movement Count	4-hour

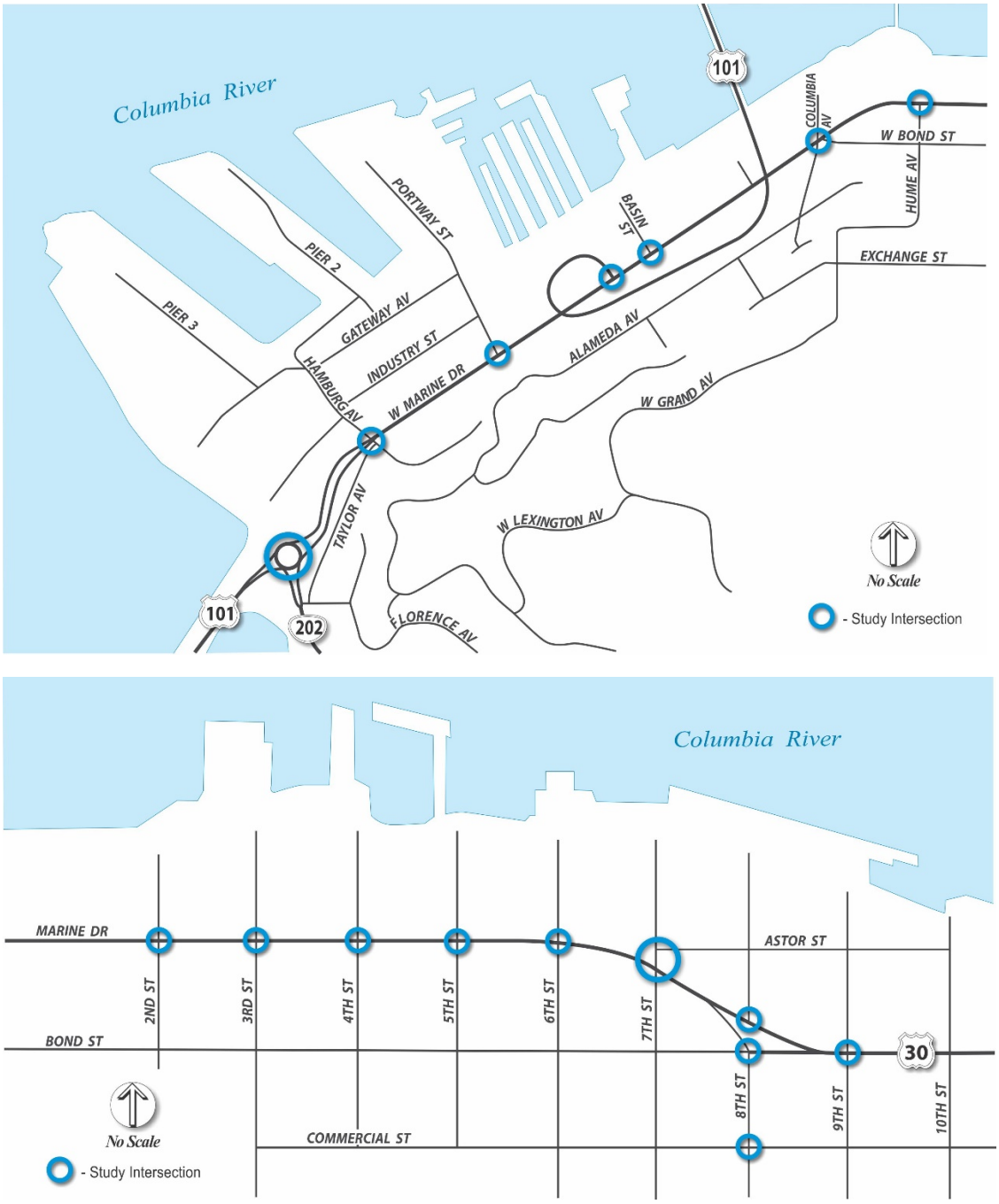


Figure 17 Project Study Area

ODOT conducted data collection on Tuesday and Wednesday, July 10 and 11, 2018. The turn movement counts included full vehicle classification, collected at 15-minute intervals.

Traffic Volume Development

Study intersection traffic operations will be analyzed using estimated 30th highest hour traffic volume (30 HV) conditions. The 30 HV development process for existing conditions includes determination of the system peak and seasonal adjustments. The future volume development is based on the Astoria-Warrenton regional travel demand model.

Peak Hour Selection

Once count data is obtained, the system-wide peak will be determined from total intersection volumes. If the individual intersection peak volume of all study intersections is generally within 10 percent of the system-wide peak volume, then that peak hour will be proposed as the analysis period for existing and future conditions.

Development of Seasonal Factors

Traffic count data was collected in July, which represents a period where traffic volumes are slightly lower than peak summer conditions. Adjustments are required to reach the desired conditions using methodology from the ODOT Analysis Procedures Manual (APM).

To determine when the 30th highest hour peak conditions occur, data is first examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round. ATR #04-004 exists within the study area on the US 101 Bridge, just north of the intersection with West Marine Drive (US 30). This ATR exhibits the coastal destination route trend and fits within the annual average daily traffic volumes of the study area. Thus, this ATR will be used to develop a seasonal factor to adjust the newly collected count volumes.

It should be noted that the City's 2013 Transportation System Plan (TSP) did not use ATR 04-004, but rather applied the coastal destination trend to develop seasonal factors along US 101 and US 30. This trend summary approach was used because ATR 04-004 was offline during 2010 and thus the data was incomplete and could not be used for seasonal factoring in the TSP.

Using the methodology described above and in the APM, seasonal factors were developed for the July traffic counts. Over the past five years of available data (2012-2015), the peak month for average daily traffic is August (137% AADT). The average daily traffic for the count month of July is 129 percent of annual average daily traffic (AADT). The adjustment factor from July to August results in a 6 percent increase to the count volumes to adjust for seasonal variations in traffic, replicating summer conditions. The seasonal factor will only be applied to highway movements along West Marine Drive.

2035 Volume Forecasting

Forecasted traffic volumes will be developed using the latest Astoria-Warrenton regional travel demand model for the 30th highest annual hour volume conditions in 2035. Future year 2035 baseline motor vehicles volumes will be developed and post-processed using National

Cooperative Highway Research Program (NCHRP) Report 765[4] guidelines. The resulting volumes will be used in the future volume traffic operations analysis. Future year pedestrian and bicycle volumes on West Marine Drive will be projected based on intersection count data and reasonable growth rates. Future transit volume estimates will be provided by Sunset Empire Transportation District. All traffic volume forecasts will be coordinated with forecasts developed for the City's 2013 TSP.

Traffic Analysis

Traffic operations (LOS and v/c) will be analyzed for all study intersections under existing (2018) and future (2035) conditions in both Synchro and Sidra. Synchro applies the 2000 Highway Capacity Manual[5] (HCM) methodology for signalized intersection analyses and the HCM 6th Edition[6] methodology for un-signalized intersection analysis. Queuing analysis will be completed using SimTraffic microsimulation. Sidra will be used to analyze operations and queuing at the roundabout.

Intersection Mobility Targets

All intersections under state jurisdiction must comply with the v/c ratios in the Oregon Highway Plan[7] (OHP). The ODOT v/c targets are based on highway classification and posted speeds (Table 2).

Table 2: Study Intersection Mobility Targets

	Location	Jurisdiction	Intersection Control	Highway Category	Mobility Target	20 Year Design Mobility Target
1	West Marine Dr/OR 202/US 101 Business (Smith Point Roundabout)	ODOT	Roundabout	Statewide, 30 mph	0.90 v/c	0.75 v/c
2	West Marine Dr/Hamburg Ave	ODOT	Two-way Stop Control	Statewide, 30 mph	Highway movements - 0.90 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.75 v/c, Non-highway movement – 0.80 v/c
3	West Marine Dr/Portway St	ODOT	Signal	Statewide, 30 mph	0.90 v/c	0.75 v/c

[4] *NCHRP Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. National Cooperative Highway Research Program. 2014.

[5] *2000 Highway Capacity Manual*. Transportation Research Board. Washington, DC. 2000.

[6] *Highway Capacity Manual, 6th Edition*. Transportation Research Board. Washington, DC. 2016.

[7] *1999 Oregon Highway Plan*. Oregon Department of Transportation. Updated May 2015.

4	West Marine Dr/US 101 Bridge	ODOT	Signal	Statewide, Freight, 30 mph	0.85 v/c	0.70 v/c
5	West Marine Dr/Basin St	ODOT	Signal	Statewide, Freight, 30 mph	0.85 v/c	0.70 v/c
6	West Marine Dr/Columbia Ave	ODOT	Signal	Statewide, Freight, 30 mph	0.85 v/c	0.70 v/c
7	West Marine Dr/Hume Ave	ODOT	Two-way Stop Control	Statewide, Freight, 30 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
8	West Marine Dr/2nd St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
9	West Marine Dr/3rd St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
10	West Marine Dr/4th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
11	West Marine Dr/5th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c

12	West Marine Dr/6th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
13	West Marine Dr/Astor St/7th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
14	West Marine Dr (Westbound)/8th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
15	West Marine Dr (Eastbound)/8th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c
16	West Marine Dr/9th St	ODOT	Signal	Statewide, Freight, 25 mph	0.85 v/c	0.70 v/c
17	Commercial St/8th St	ODOT	Two-way Stop Control	Statewide, Freight, 25 mph	Highway movements - 0.85 v/c, Non-highway movements - 0.95 v/c	Highway movement – 0.70 v/c, Non-highway movement – 0.80 v/c

Analysis Parameters

Parameters for traffic analysis will be gathered using various sources and methodologies. Data needed will be gathered via field work, collected traffic volume data, aerial photos, GIS, ODOT inventory, City inventory, and the 2013 Astoria Transportation System Plan.

Table 3: Analysis Parameters

Parameter	Description	Source
Intersection/ Roadway Geometry	# of lanes, lane configuration, cross-sectional information	Field work, aerial photos, TSP
Operational Data	Posted speeds, intersection control	Field work, aerial photos, ODOT TransGIS
Signal Timing Data	Phasing, coordination, timings	TSP, City inventory
Peak Hour Factor	Peak Hour Factor	Calculated
Traffic Volumes	Vehicle 30 HV	Calculated from new counts, travel demand model, Sunset Empire Transportation District
Transit Service	Service frequency, service span, and routes	Sunset Empire Transportation District
Traffic Operations	v/c, LOS, 95th percentile queues	Calculated using 2000 HCM methodology for signalized intersections, HCM 6th edition methodology for unsignalized intersections, and SimTraffic microsimulation for queuing
Collision and Safety Data	Intersection collisions	ODOT Crash Data System, ODOT TransGIS, City inventory
Pedestrian and Bicycle Facilities	Qualitative assessment of existing walkability and bikeability, Multimodal Level of Service (MMLOS) evaluation for future alternatives only	Field work, aerial photos, ODOT TransGIS, TSP

Safety Analysis

Collision trends will be identified by analyzing the most recent five years of available crash data for the study area along West Marine Drive. Analysis will include calculation of critical crash rates and excess proportion of specific crash types at all study intersections, as outlined in Chapter 4 of ODOT's Analysis Procedures Manual. Intersection crash rates will also be compared to the published 90th percentile crash rates in Table 4-1 of the APM. Any intersection with a collision rate that exceeds its critical rate or the 90th percentile crash rate will be flagged for further review. This analysis will also review all intersection locations to identify sites that are a top 5% or top 10% SPIS site. Special consideration will be given to potential causes of collisions at locations with high bicycle/pedestrian crash frequencies. The collision analysis will be used to identify crash patterns and suggest potential countermeasures to improve safety along West Marine Drive.

Multi-Modal Analysis

The pedestrian and bicycle network conditions will be assessed within the study area, using a high-level qualitative evaluation. The comfort of people walking, biking and taking transit along West Marine Drive will evaluated based on the following:

- Width of sidewalks and the location of obstructions within
- Distance from curb to travel lane
- Location, size, and health of street trees
- Location and character of street lighting
- Location of open and closed crosswalks
- Location of curb extensions
- Locations and width of bicycle facilities
- Location of conflicts with bicycle facilities
- Location of transit stops and character of the stops

Accessibility of transit stopsThe findings of this evaluation will be summarized in the existing conditions analysis with text, tables and figures.

Multimodal Level of Service (MMLOS) will be completed for only the future build alternative analysis. Other relevant factors considered for the MMLOS evaluation will include grade, pavement quality, intersection traffic control, and the speed of motorized traffic.

APPENDIX G: Economic Conditions Memorandum

City of Astoria

Uniontown Economic Conditions Memorandum

December 7, 2018

Community Attributes Inc. tells data-rich stories about communities that are important to decision makers.

President and CEO:
Chris Mefford

Project Manager:
Elliot Weiss

Analysts:
Diana Haring
Bryan Lobel
Carrie Schaden

Community Attributes Inc.
1411 Fourth Avenue, Suite 1401
Seattle, Washington 98101

www.communityattributes.com

Contents

Introduction

Background and Purpose

The City of Astoria is currently working to prepare the Uniontown Reborn Master Plan for the Uniontown neighborhood, which is located in the western part of the City, and is anchored by the Port of Astoria and the Astoria-Megler Bridge. As part of this project, the City requires an economic conditions assessment to describe current and likely future market conditions for development and business activity in the study area.

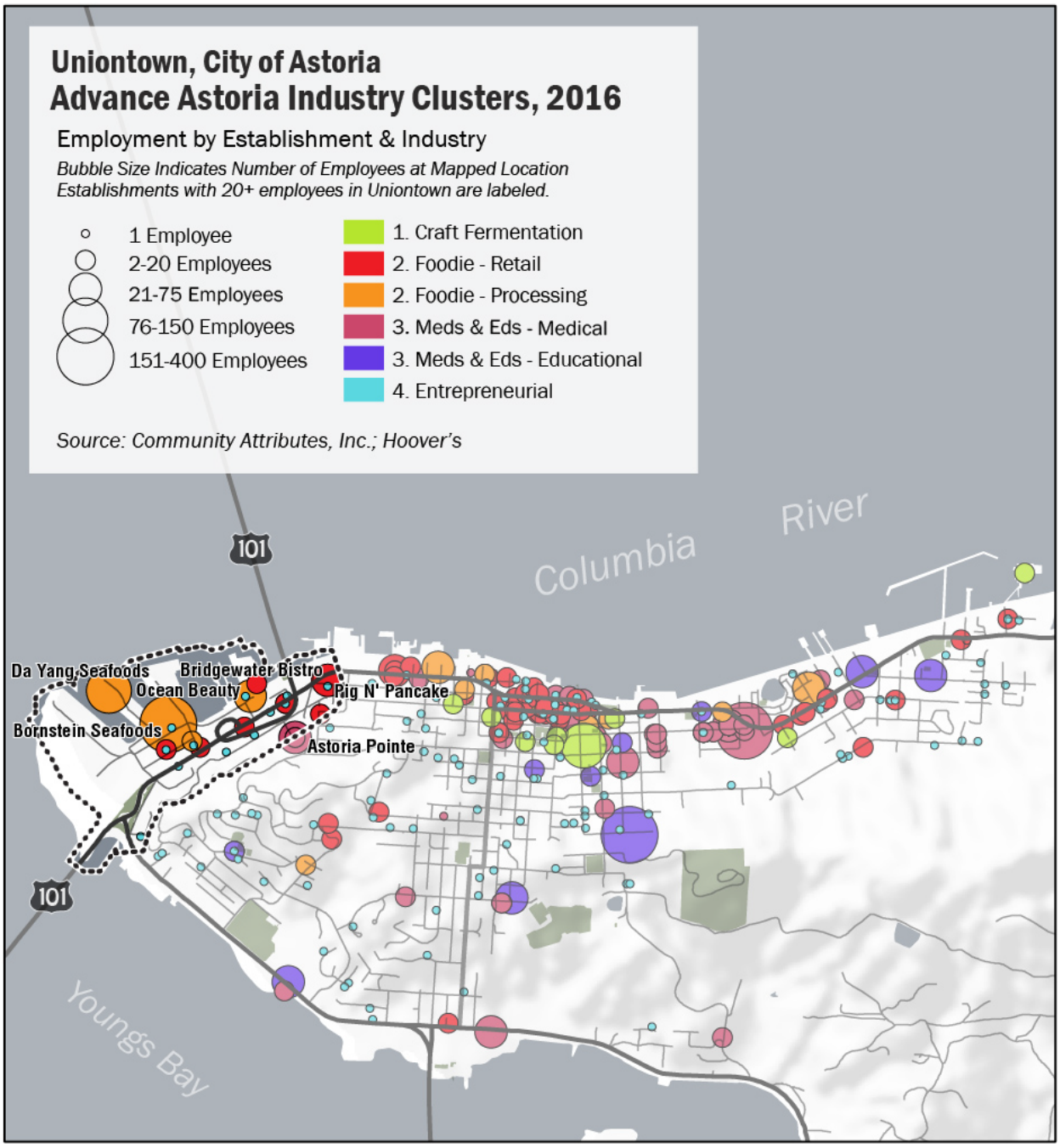
Planning Context

Advance Astoria

Advance Astoria is the City of Astoria's first economic development strategy. The plan was completed in 2017 and identified industry clusters, or "batches", for the City to target for growth opportunities. The batches include craft beverages and fermentation, food production and retail, medical sciences and education, and entrepreneurship. The map in Exhibit 1 illustrates the location and size (employment) of businesses in each cluster in the Uniontown area. Employers in seafood processing located at the Port of Astoria, including Da Yang and Bornstein Seafoods, are the largest employers in Uniontown in batches targeted by the Advance Astoria initiative.

Existing industry clusters may offer opportunities to expand land and improve amenities for these types of businesses. Furthermore, alignment between planning for Uniontown and the Advance Astoria initiative may speed implementation by creating efficiencies in coordination and resource utilization.

Exhibit 1. Advance Astoria Industry Clusters, Uniontown, City of Astoria, 2018



Source: Hoover's; Community Attributes Inc.

The Advance Astoria report also included a custom forecast for employment growth in the City of Astoria, as well as a buildable lands analysis that identifies the amount of land available to accommodate new growth. The forecast indicates that employment in Astoria will grow by about 1%

annually, adding about 1,400 net new jobs by 2040. This could require about 125 acres of developable and redevelopable land in Astoria, which the City currently has available. Analyses included in the Uniontown Reborn Master Plan effort indicate that several vacant and potentially redevelopable parcels exist in Uniontown, particularly on the west end of Marine Drive, along Portway Street, and along Basin Street.

Astoria Comprehensive Plan

According to other analyses completed as part of the Uniontown Reborn Master Plan, zoning and land use regulations in Uniontown are supportive of a wide variety of commercial and industrial uses, with most parcels zoned either General Commercial (C-3), General Shorelands Development (S-2), Marine Industrial (S-1), or High Density Residential (R-3).

Property and Business Owner Survey

In July 2018, the City of Astoria a administered a property and business owner survey to the whole city. The survey was completed by 129 respondents. The survey focused on priorities for Uniontown and included priorities for economic development and vitality. Respondents represented a range of business interests, with tourism-related, food service and retail businesses most heavily represented (59% combined).

Out of eight potential topics to address, the top four priorities identified by the survey respondents were to preserve the historic character of Uniontown, encourage adaptive reuse of buildings and warehouses, support the working port and maritime industries, and encourage family wage jobs.

Advisory Committee and Citizen Input

Engagement efforts with citizens and other stakeholders have reinforced key themes from the Property and Business Owner Survey. Specifically, feedback supported the importance of preserving historic character, expanding economic drivers in tourism and industry, and developing a broad range of housing types that are affordable to local workers. There was also some support for stronger landscaping standards and revised parking requirements.

Citizens and stakeholders additional desire more clarity on how the Bridge Vista Overlay (BVO) impacts the feasibility of new development. Redevelopment opportunities in Uniontown, particularly along the Columbia River, will need to be balanced with the preservation of critical view corridors, and the BVO may need to be revised in order to better align with citizen priorities.

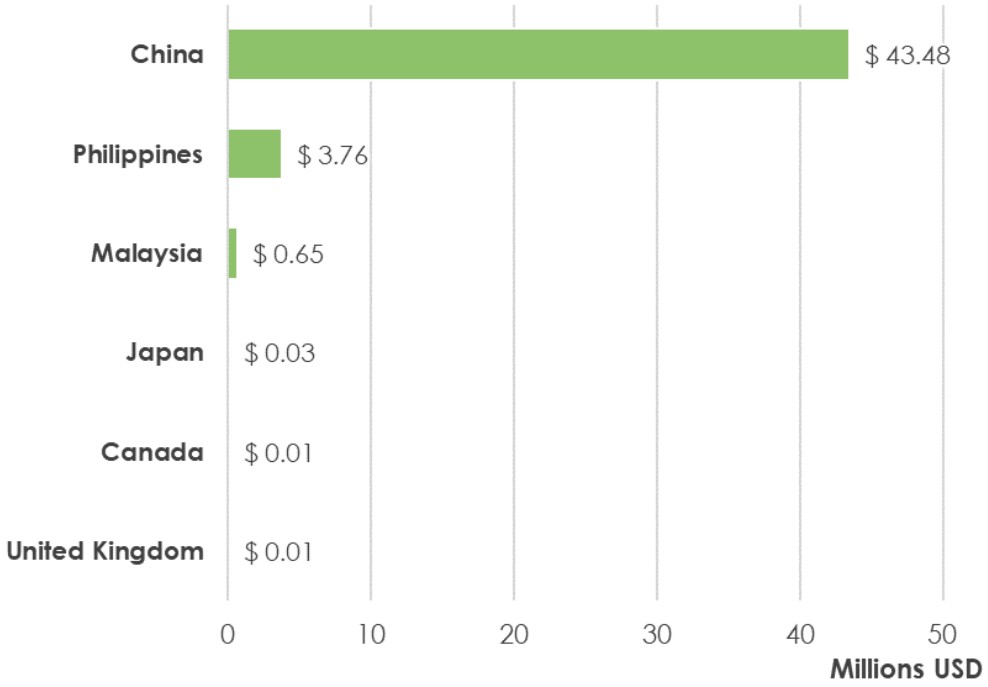
Economic Drivers

Trade Relationships

Oregon's economic health is tied to the export market. Oregon exports totaled $21.9 billion dollars in 2017, an increase of 5% since 2014. However, federal policy proposals could potentially constrain this growth. Given that China is the number one destination for exports from both Oregon and Astoria, any substantial revisions to trade policy could impact the regional economy.

China is currently the predominant recipient of exports from the Port of Astoria (Exhibit 2). Out of $47.9 million dollars in exports, 91% of those commodities were sent to China. Exports to China, the UK, and Canada declined slightly between 2016 and 2017, though exports to the Philippines and Malaysia now account for larger shares of the Port's exports.

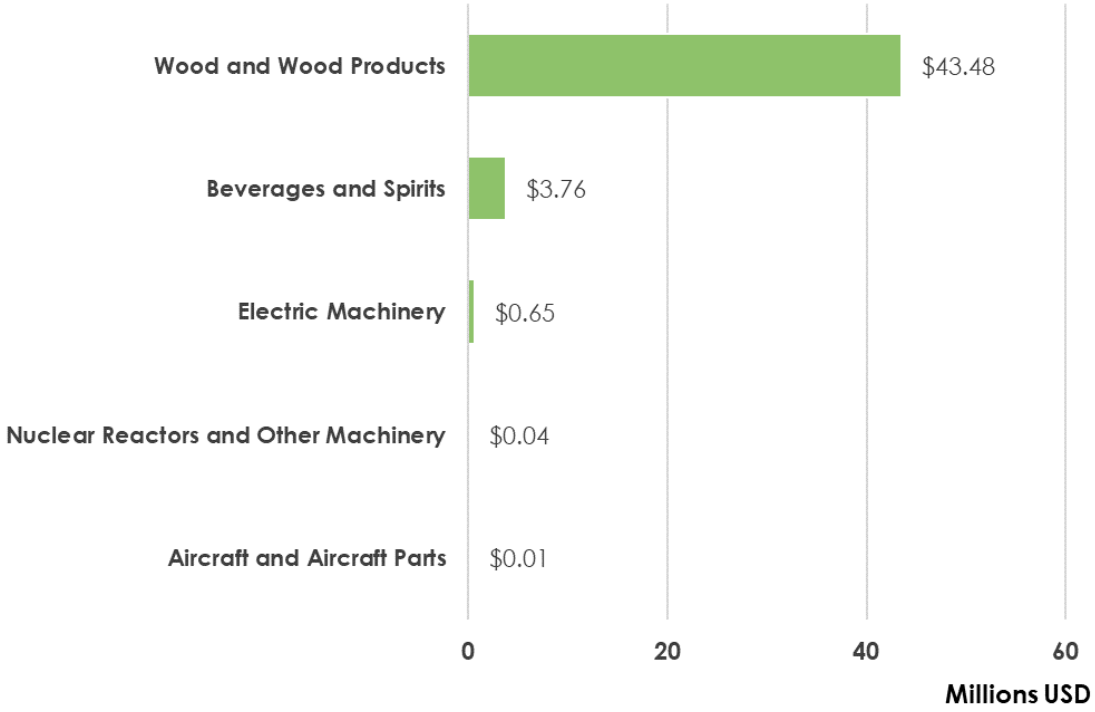
Exhibit 2 Exports by Destination, 2017, Port of Astoria



Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online; Community Attributes Inc.

While much of the direct trade from Oregon is in high-tech goods, Astoria's exports center on wood and timber commodities. Exhibit 3 identifies the top commodities from Astoria in 2017 as wood and timber ($43.48 million) followed by beverages and spirits ($3.76 million), with machinery and parts accounting for just under $700 thousand.

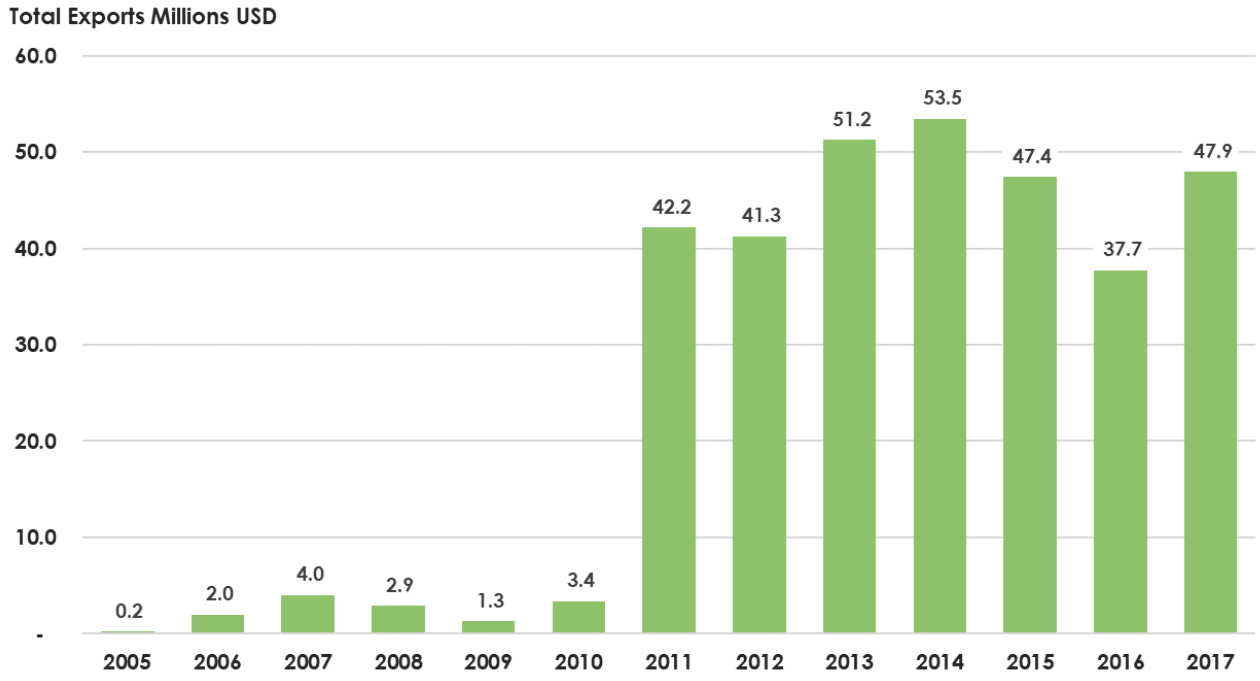
Exhibit 3 Export Commodities by Value in Astoria, 2017



Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online; Community Attributes Inc.

Exports from Astoria increased 1,146% from $3.4 million in 2010 to $42.2 million in 2011 (Exhibit 4). The growth in 2011 may be partially attributed to a growing demand for rough wood commodities in China.

Exhibit 4. Total Export Value, 2005 to 2017, Port of Astoria

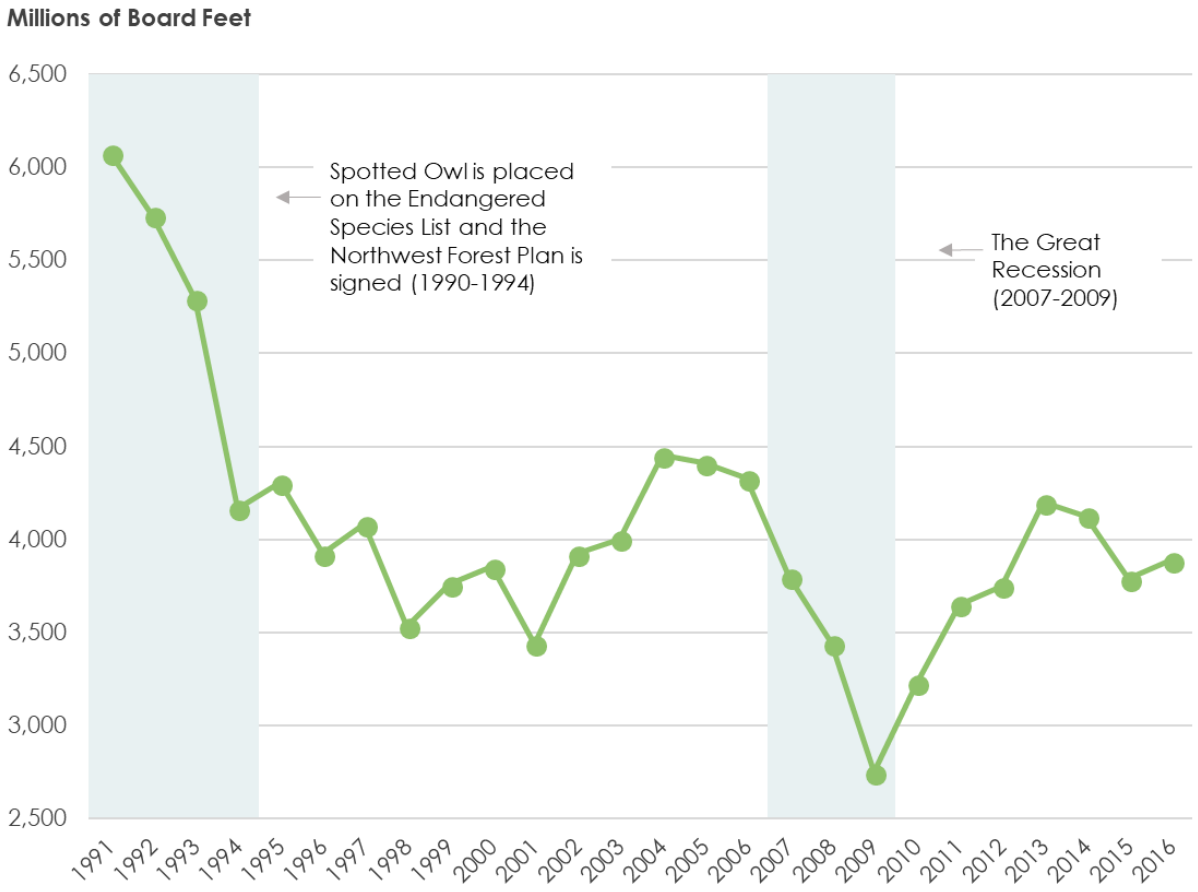


Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online; Community Attributes Inc.

Natural Resource Industries

The economy of the U.S. has changed substantially between 1980 and 2017. As in many communities throughout the Pacific Northwest, employment in industries related to resource extraction has shifted or declined. Forestry has historically been an economic driver in Astoria and in Oregon. In the 1970's Oregon's timber harvests totaled over eight billion board feet, though less than four billion board feet were harvested in the state in 2016. While demand for wood and timber from China has led to increases in the timber harvest in Oregon since 2011 (Exhibit 5), timber harvesting is still at historically low levels.

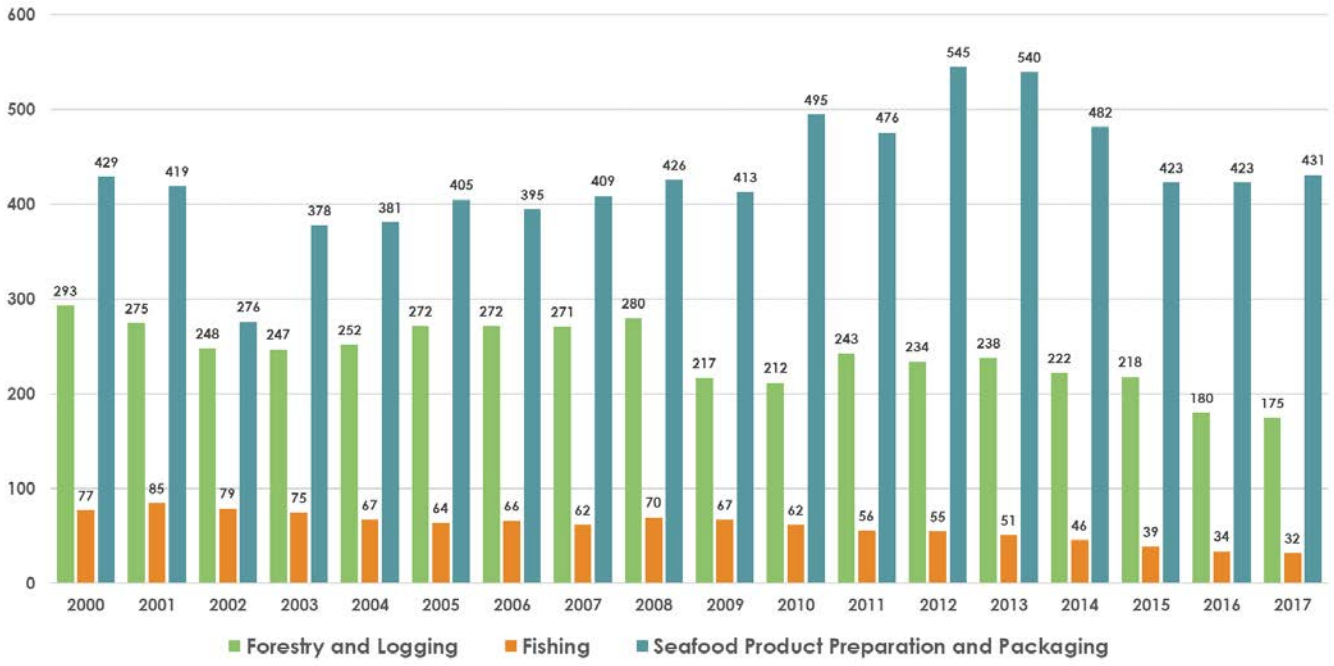
Exhibit 5. Annual Timber Harvest in Board Feet, Oregon, 1991 – 2016



Source: Oregon State Library Annual Timber Harvest; Community Attributes Inc.

Several factors have negatively impacted the Oregon timber harvest in the last three decades, including the listing of the Spotted Owl as an endangered species in 1990 and the adoption of the Northwest Forest Plan (NWFP) in 1994 (Exhibit 5). More recently, the Great Recession also signaled a decreased timber harvest, likely due to a weak housing market and low demand for wood products for construction. Employment in forestry and logging in Clatsop County has remained relatively steady since 2000, but had recently fallen below 200 (Exhibit 6).

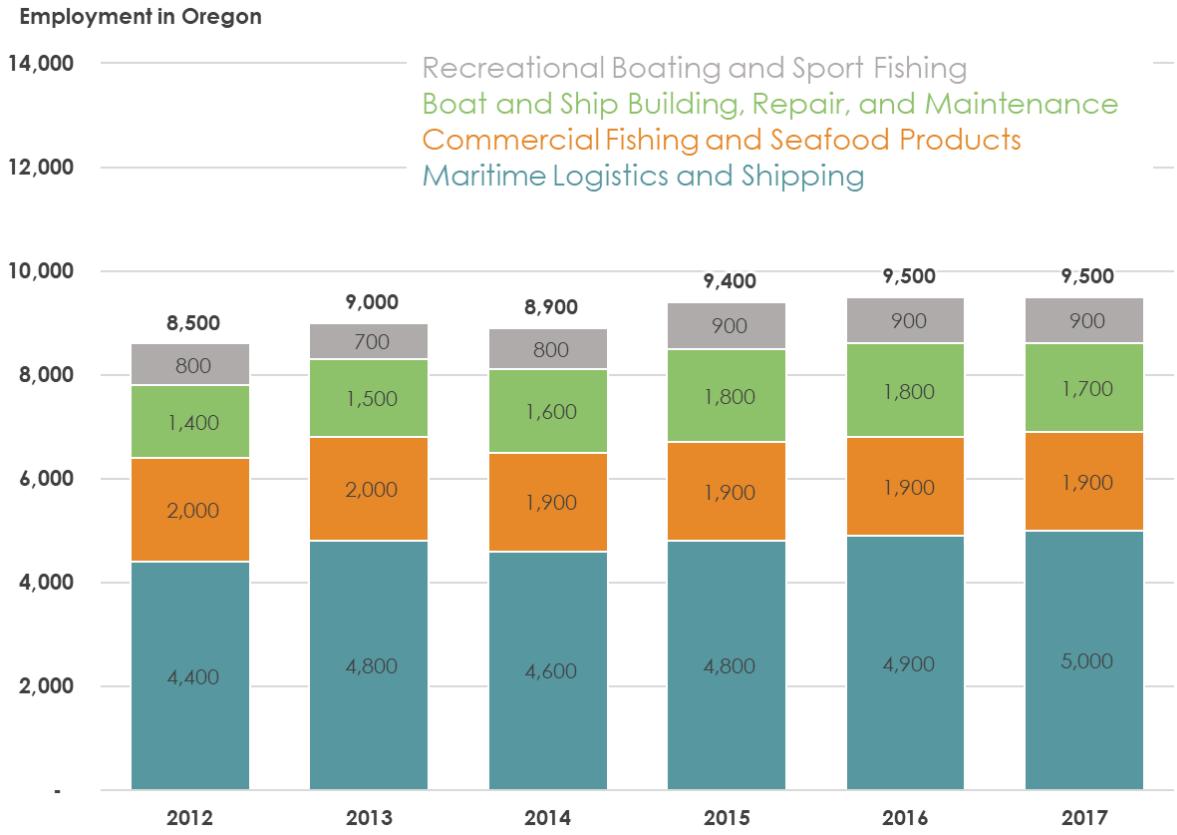
Exhibit 6 Historical Employment in Resource-Related Industries, Clatsop County, 2000 – 2017



Source: U.S Bureau of Labor and Statistics; Community Attributes Inc.

Covered employment—not including sole proprietorships or partnerships—in maritime-related industries in Oregon has slightly increased in recent years from 8,500 jobs in 2012 to 9,500 in 2017 (Exhibit 7). At a statewide level, growth has predominantly been in the sub-sectors of maritime logistics and shipping as well as boat and ship building, repair, and maintenance.

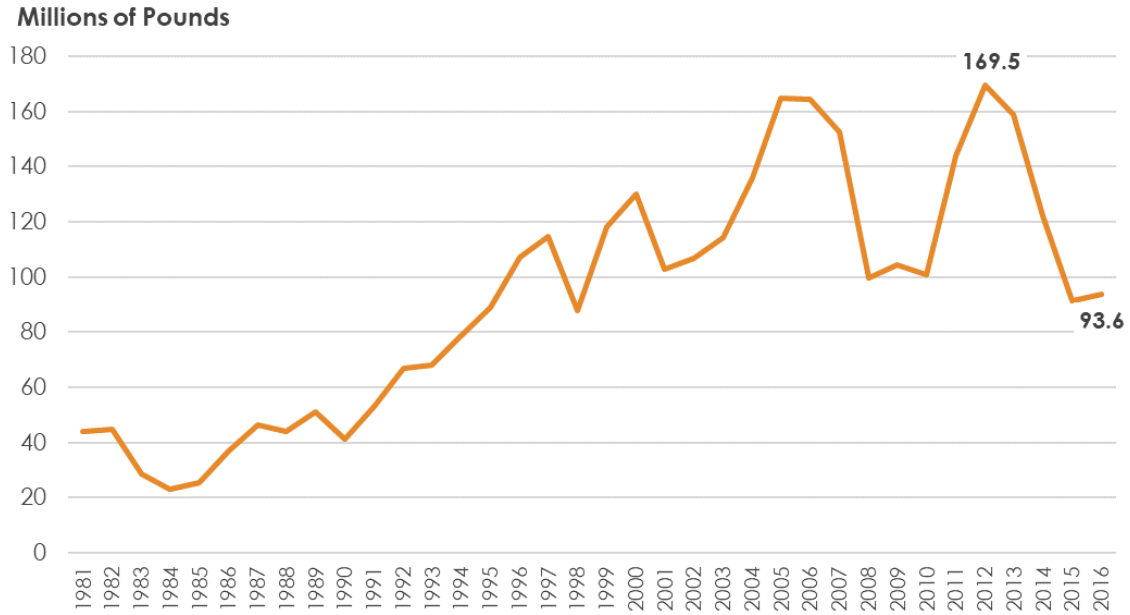
Exhibit 7 Maritime-Related Employment by Sector, Oregon, 2012 – 2017



Source: U.S Bureau of Labor and Statistics; Community Attributes Inc.

In 2016 Oregon fishermen landed 209 million pounds valued at almost $151 million, a slight increase in pounds and value as compared to 2015 (Exhibit 8). Among ports in the U.S., Astoria was ranked 12th in landings by pounds in 2016, with 93.6 million pounds landed in commercial fisheries. Since 2012 Astoria's landings began falling from a recent high of 169.5 million pounds.

Exhibit 8. Commercial Fishery Landings, Port of Astoria 1981 to 2016

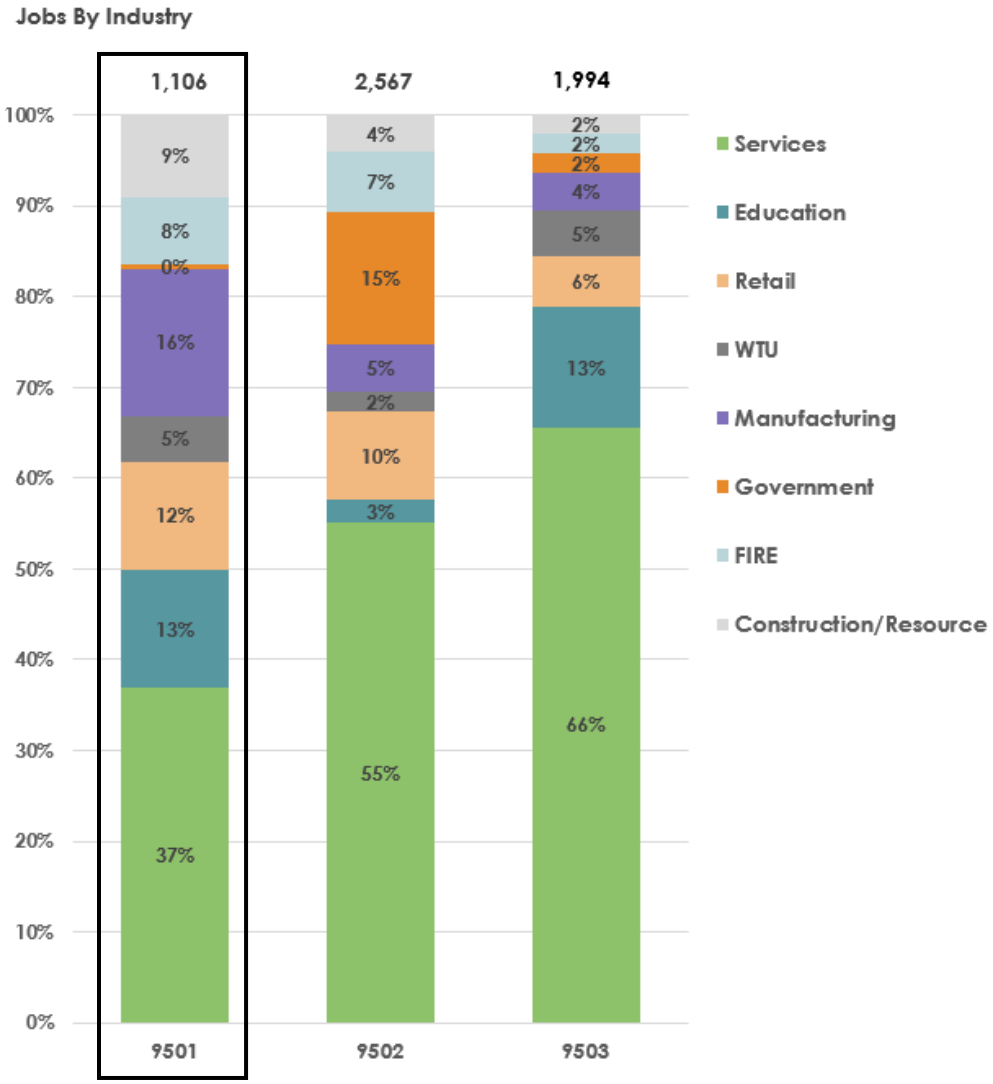


Source: National Oceanic and Atmospheric Administration, Fisheries Statistics Division; Community Attributes Inc.

Regional Labor Force and Business Activity Trends

Consistent with national trends, Astoria's economy is shifting away from its traditional industrial and resource-based jobs toward a services base. In terms of total jobs by industry, Uniontown (represented approximately by Census tract 9501) is more diversified than the two other Census tracts in Astoria (9502, which covers downtown and central Astoria, and 9503, which covers eastern Astoria from 17th St. to Tongue Point). While the largest portion of jobs are in services (37% of jobs), Uniontown has a higher share of manufacturing jobs and construction and resource jobs than either of the other two Census tracts within Astoria (Exhibit 9).

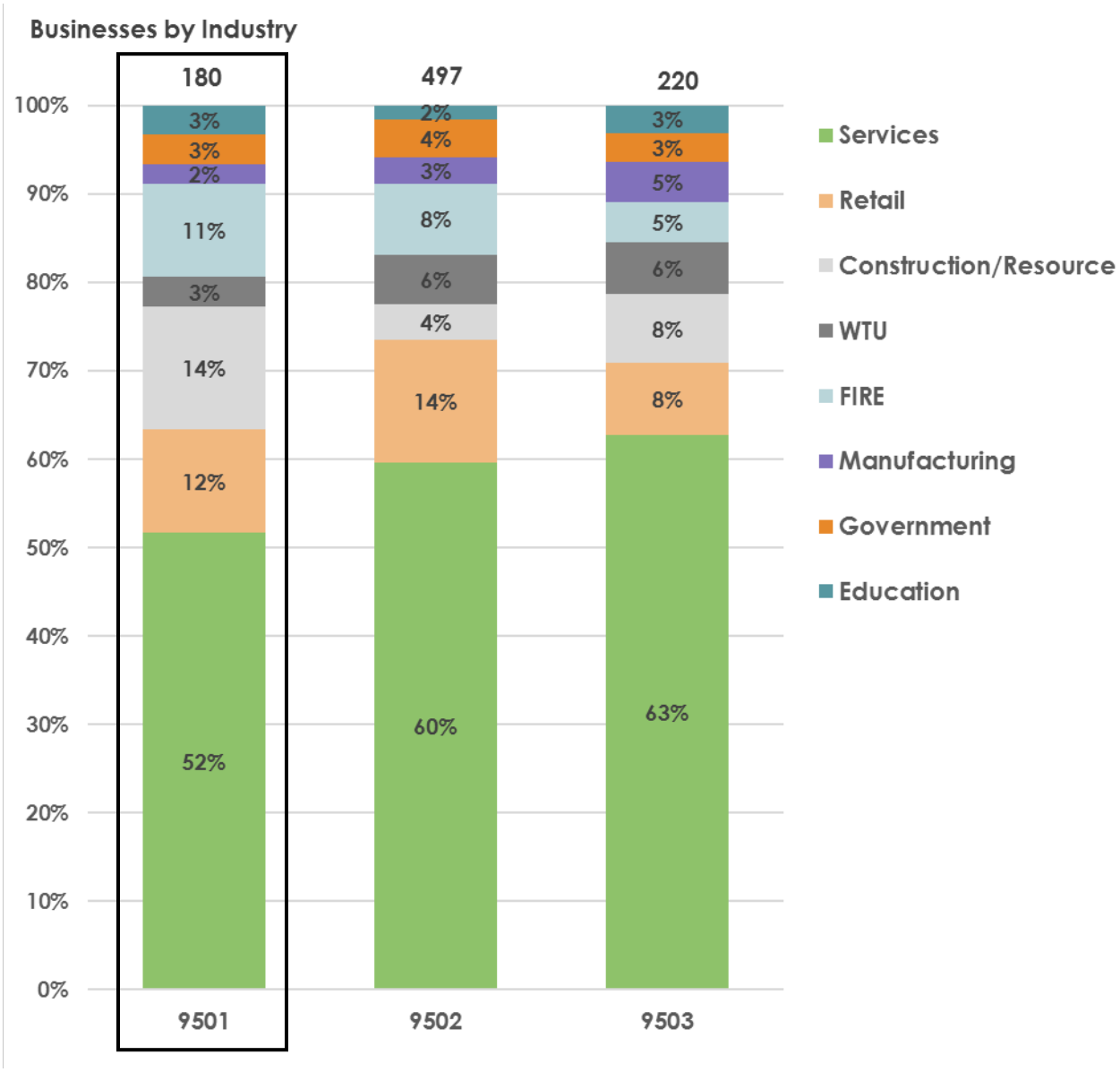
Exhibit 9. Jobs by Census Tract and Industry in Astoria, 2015



Source: LEHD LODES Work Area Characteristics; Community Attributes Inc.

Exhibit 10 indicates that Uniontown's largest business segments by industry, as measured by number of establishments, are services, followed by construction/resources and retail. The City Center (Tract 9502) is the largest employment center in Astoria with an estimated 497 businesses. Uniontown's manufacturing sector is characterized by fewer large establishment, as evidenced by the fact that just four businesses (2%) account for 16% of total employment.

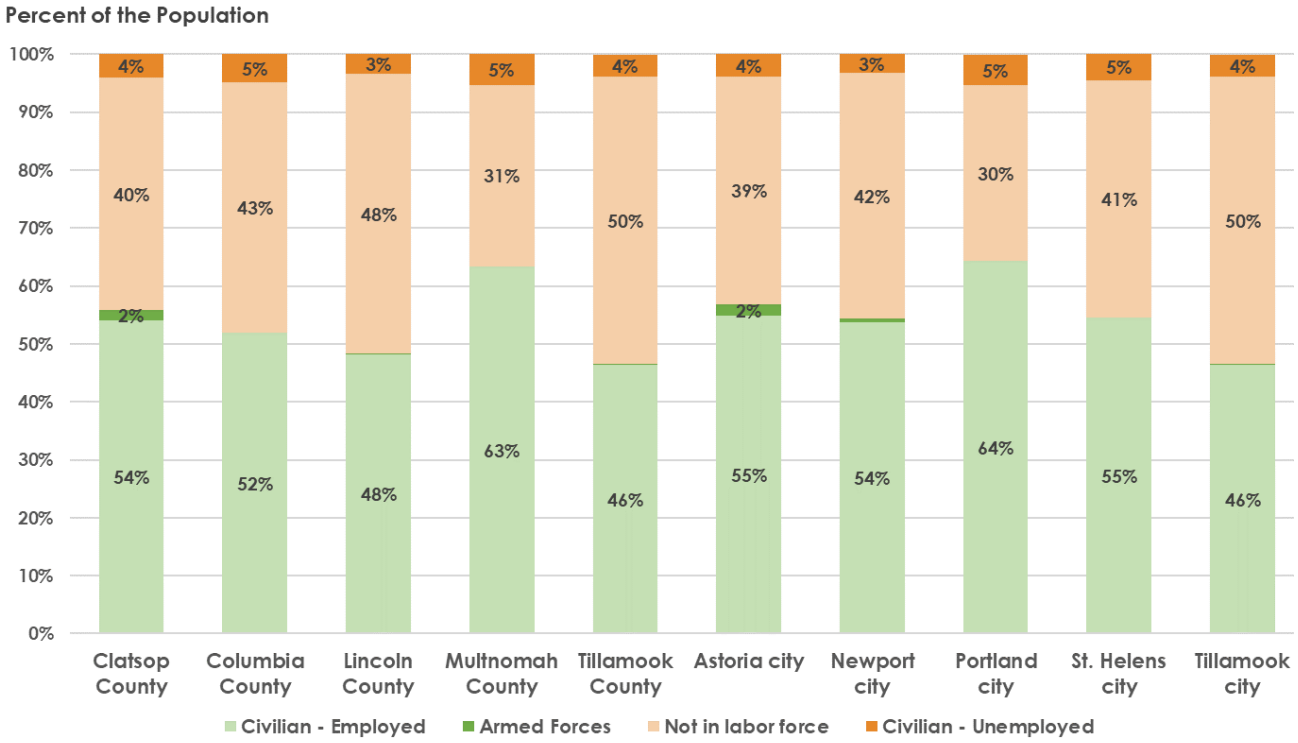
Exhibit 10. Businesses by Census Tract and Industry in Astoria, 2016



Source: Hoovers; Community Attributes Inc.

Compared to other selected cities and counties in Oregon, Astoria and Clatsop County have a larger share of the population working in the military due to the significant U.S. Coast Guard presence. The Astoria Regional Airport serves as the headquarters for the Coast Guard sector that stretches from coastal Oregon and southern Washington throughout the Columbia, Snake and Willamette River systems to Idaho. 1.9% of the working age population in Astoria were employed in the Armed Forces in 2016.

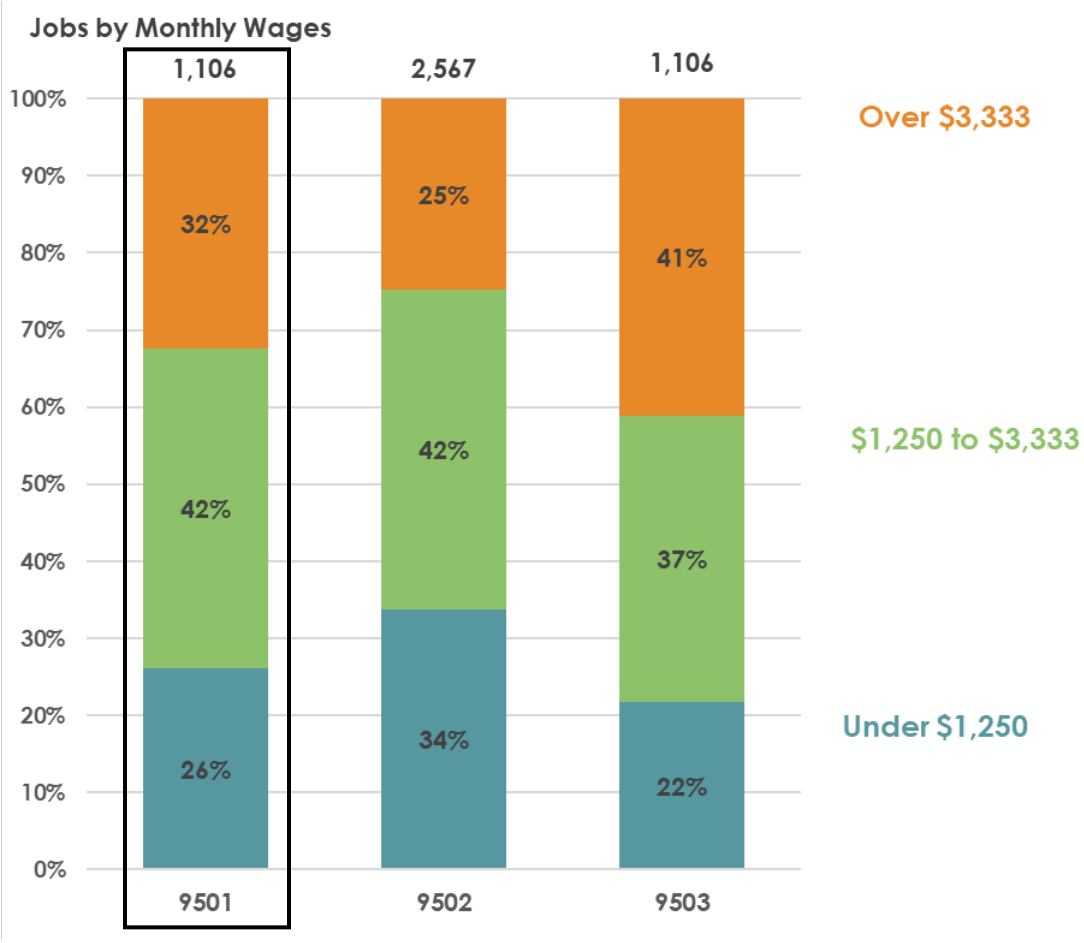
Exhibit 11. Employment Status Across Select Counties and Cities in Oregon, 2016



Source: U.S. Census Bureau ACS 5 Year Estimates; Community Attributes Inc.

In Census tract 9501, 26% of workers earned monthly take-home pay of less than $1,250 in 2015 (Exhibit 12). The east side of Astoria (tract 9502) had a higher proportion of jobs with monthly wages above $3,333 compared to tract 9501.

Exhibit 12. Percent of Jobs by Tract and Monthly Wage in Astoria, 2015



Source: LEHD LODES Work Area Characteristics, 2015

In 2016 the State of Oregon enacted an annual minimum wage rate increase that varies across the state. In July 2018, the minimum wage increased to $12.00 per hour inside the Portland urban growth boundary, and to $10.75 per hour in Clatsop County (including Astoria). For a full-time worker earning minimum wage the July 2018 rate increase in Astoria translates to about $1,860 per month. In Clatsop County 6.6% of jobs paid minimum wage or less ($10.25 per hour) in the third quarter of 2017. The minimum wage increase does not impact all jobs in Oregon, as exemptions exist for agricultural workers, childcare providers, taxi drivers, and certain types of non-profit camps and recreation-related employment.

The U.S. Department of Housing and Urban Development considers housing to be affordable if the household spends 30% or less of gross income on housing costs. Based on these HUD guidelines for

housing affordability, a full-time worker at minimum wage in Astoria could afford to spend less than $600 per month on housing costs. For people living in Astoria the median household income is $43,900, less than the median statewide level of $53,270. Between 2015 and 2016 the median household income in Astoria declined from $44,663 to $43,919, a 1.7% decrease. Using the same HUD guidelines as above, a median household income in Astoria would support spending about $1,100 per month on housing costs. HUD sets income limits for Section 8 and other subsidized housing programs, which are often less than the median household income, but the limits vary by location and family size.

Anticipated Real Estate Market Conditions

Current lease rates in Astoria are unlikely to support the development of more intensive, urban typologies. Based on a review of current lease rates for multifamily and commercial properties in Astoria, lease rates are below the levels generally needed to profitably develop projects that require concrete and steel construction or structured parking. As a result, market conditions indicate that new development will likely be limited to less intensive development products, though the specific conditions that apply to any given property or development project may allow otherwise.

Multifamily and Mixed-Use

Lease rates per square foot for a sample of multifamily units located throughout Astoria are given in Exhibit 14 below. Sampled units include those currently listed as available, regardless of location within the City. Observed rates range from $1.21 to $1.57 per square foot, per month. Though the threshold rate for developing more urban amenities, such as structured parking, varies depending on project financing, land costs, and other factors, projects unable to garner approximately $2.00 per square foot are generally considered unable to cover the cost of such amenities throughout the Pacific Northwest.

Exhibit 14. Multifamily Lease Rate Summary, City of Astoria, 2018

Unit	Lease Rate (per Month)	Square Feet	Lease Rate (per Square Foot)
A	$975.00	726	$1.34
B	$975.00	726	$1.34
C	$1,087.50	900	$1.21
D	$1,162.50	900	$1.29
E	$1,162.50	862	$1.35
F	$975.00	620	$1.57
G	$975.00	620	$1.57
H	$1,147.50	946	$1.21
I	$1,147.50	837	$1.37

Source: Apartments.com (accessed 8/18); Community Attributes Inc.

Commercial

Observed commercial lease rates vary significantly depending on location in Astoria. Downtown locations can obtain lease rates upwards of $30 per square foot (annually). For currently available properties outside the downtown area, lease rates were observed between $10 and $20 per square foot. Limited availability of commercial property, as observed in a review of current property listings, indicates that there may be some unmet demand for commercial space in Astoria, which may suggest the need for a variety of commercial space types.

Other Uses

Uniontown, specifically, has demonstrated favorable market conditions for hotel development, with recent and existing interest in ground-up projects in the hospitality sector.

Industrial development may cost less than other types of commercial and residential construction and is likely to be feasible in Uniontown given prevailing market conditions. Stakeholder interviews and other qualitative information indicate existing demand for new industrial space.

Key Findings and Implications for Master Planning

- The forecast included in the Advance Astoria report indicates that employment in Astoria will grow by about 1% annually, adding about 1,400 net 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.

- The largest industry in Astoria, by far, is educational services, health care and social assistance. These jobs often pay good wages, and Astoria also benefits from relatively high levels of educational attainment. However, the composition of Uniontown's business community differs from other parts of Astoria and features large industrial employers. Seafood processing and other manufacturers are economic anchors for Uniontown and, policy variables notwithstanding, the Port of Astoria and its tenants will continue to drive Uniontown's economy in the coming years. Given that the Uniontown Reborn Master Plan will not govern development on Port properties, recommendations in the plan document should be coordinated with the Port's aspirations, and uses that are broadly compatible with Port activities—such as industrial-flex or light manufacturing—may offer synergies with other Uniontown tenants.

- 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 improve Astoria's appeal as a destination and, with other tourism-supportive investment, increase tourist spending in Astoria. However, tourism was not identified as a target "batch" or sector in the Advance Astoria strategy, and Advance Astoria does not call for the City to make a concerted effort to increase tourism.

- 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 Highway 101 corridor in Uniontown. Some degree of auto-orientation and a robust mix of uses are likely to be enduring characteristics of the corridor.

- Housing affordability is a challenge for Uniontown and for Astoria. 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. Uniontown may offer opportunities for housing development to meet this need, though current lease rates for multifamily housing in Astoria indicate that new construction will likely be limited to less intensive housing products, such as garden style apartments.

- Adaptive reuse of buildings in Uniontown was identified as a priority in the survey. This could indicate an opportunity to implement Advance Astoria strategies around craft and value-added food and beverage production in Uniontown, while reducing the need for costly new construction. Broadly, incremental, small-scale redevelopment and rehabilitation of existing properties may be necessary strategies to demonstrate development feasibility and create local momentum.

APPENDIX H: Evaluation Criteria Memorandum

JACOBS

Subject	**Revised Evaluation Criteria Memorandum**
Attention	Mike Morgan and Brett Estes, City of Astoria
From	Scott Richman, Brooke Jordan, Jacobs
Date	January 8, 2019
Copies to	Michael Duncan, ODOT

Introduction

This memorandum presents proposed criteria for the evaluation of potential land use and transportation improvement alternatives that could consist of regulatory changes such as existing plan and code amendments, and public investments in the Uniontown neighborhood. The evaluation criteria reflect community identified concerns about the impact of alternatives on livability, development or redevelopment potential, travel conditions by different mode, including safety, comfort, and accessibility for people walking, biking, riding transit, or driving (particularly large freight-hauling trucks), plus historic preservation, aesthetics, and economic vitality.

Evaluation criteria will be used to qualitatively assess and compare the extent to which potential alternatives meet the community vision for Uniontown and project objectives. Project objectives include:

- Strengthen livability and economic vitality;
- Create balanced and efficient multimodal transportation system;
- Develop a complete land use plan and supportive transportation plan;
- Build on previous planning and visioning work;
- Facilitate Astor-West Urban Renewal Plan implementation; and
- Actively engage community stakeholders through visioning process.

Based on the evaluation, each alternative will receive one of three ratings: meets or supports criteria, does not relate to criteria (i.e., not applicable), or does not meet criteria. Table 1 details the community-identified land use and economic development, and transportation issues and proposed criteria to evaluate alternatives.

Table 1. Evaluation Criteria by Key Issues

Key Issues	Draft Evaluation Criteria
Land use & Economic Development	
Limited Landscaping Standards	• Improves existing landscaping standards to reflect community vision for the neighborhood • Supports sustainable landscaping design and implementation (i.e. preserving/increasing tree canopy, improving storm water management)
Fragmented Property Ownership	• Encourages development types that promote a cohesive neighborhood fabric
Bridge Vista Overlay Zone Implications	• Leverages the asset of the river, views of, and connection to the river to future development
Off-Street Parking Uses and Management	• Reduces burden of parking minimums for new development • Leverages current and potential off-street parking in Uniontown
Loss of Historic Character	• Preserves the historic character of Uniontown • Emphasizes Astoria's historic character by connecting people to tourism-related and retail businesses
Evolving Traditional Economic Base	• Addresses the changing economic landscape by supporting new investment/employment opportunities, making Uniontown and Marine Drive more attractive to tourists and residents • Emphasizes Uniontown's capability for light manufacturing and other resilient industry sectors
Low Leasing Rates Deter Development	• Allows or promotes feasible development types • Development reflects market conditions/constraints

Lack of Affordable Housing	• Incentivizes opportunities for increased affordable housing or overall supply of housing that are appropriate for prevailing wages • New and proposed housing developments are compatible with adjacent neighborhoods and with current neighborhood uses
Lack of Commercial Space	• Promotes the envisioned neighborhood character (i.e. setbacks, building heights, landscaping) and allows for feasible development • Allows for the repurposing of existing buildings to fill market gap • Commercial development includes affordable housing
Key Issues	**Draft Evaluation Criteria**
Transportation	
Unsafe Pedestrian Crossings on Marine Drive	• Addresses known pedestrian crossing issues on Marine Drive • Improves safety at crossings for pedestrians and bicyclists through proven treatment methods
Port of Astoria Traffic Concerns	• Alternative measures to increase capacity and turning movements for road users, especially Port activity • Preserves existing transportation system to the Port Astoria • Supports and improves safety for all users around the Port of Astoria
Parking on Marine Drive	• Preserves parking during roadway configuration and utilizes public parking lot opportunities • Mitigates impacts to existing on-street parking
Limited Access to Commercial and Recreational Districts	• Improve pedestrian and bicycle access • Improves access to and identification of commercial or recreational areas through signage, crossings, and wayfinding programs
Unsafe Nonmotorized Access between Uniontown and Alameda	• Promotes a more walkable, safe, and accessible transportation environment where reasonably feasible • Improves or creates access to/between Uniontown and Alameda

	• Improves facilities for people using mobility devices • Enhances the active transportation network
Problematic Traffic Patterns	• Addresses known access issues on state highways or major arterials • Reduces personal vehicle reliance on system for shorter, local trips • Improves efficiency of current transportation system
Numerous and Closely Spaced Driveways on Marine Drive	• Supports more safe and efficient access to businesses and residences along Marine Drive • Improves safety for pedestrians and bicyclists around driveways
Safe and Convenient Transit	• Enhances public transportation services (e.g., new routes, more shelters, ADA compliance) • Improves bicycle and pedestrian connections to public transportation stops • Enhances transportation options to underserved areas.
Inadequate Lighting for Pedestrians	• Improves visibility and safety, especially for those with disabilities • Minimizes impacts to natural resources
Lack of Safe and Convenient Bicycle Facilities including North Terminus of Oregon Coast Bike Route (OCBR)	• Enhances access to and encourages use of the Oregon Coast Bike Route (OCBR) • Creates connections between Marine Drive and the Astoria Riverwalk • Creates enhanced east-west bicycle route accessible to more users

APPENDIX I: Land Use and Transportation Alternatives Memorandum

Memorandum 6: land use and transportation alternatives

ASTORIA UNIONTOWN REBORN MASTER PLAN

Attention	Mike Morgan, City of Astoria
From	Jamin Kimmell and Matt Hastie, APG Reah Flisakowski and Rochelle Starrett, DKS Scott Richman and Brooke Jordan, Jacobs
Date	January 21, 2019
Copies to	Michael Duncan, ODOT

Land Use Alternatives

The purpose of this memorandum is to propose alternative approaches for achieving the land use vision of the Uniontown Reborn Master Plan. The alternative approaches respond to the goals and vision for the project and are designed to work in conjunction with existing zoning regulations in the area. The alternatives will be evaluated against the project evaluation criteria specified in Draft Memorandum #5. Following review by the project advisory committee and input from the public, a preferred alternative will be selected and amendments to the Astoria Development Code will be drafted to implement that alternative.

- This memo is organized into three sections:
  1. **Overview of Existing Base and Overlay Zones:** This section provides an overview of the existing zoning in the study area for context on the proposed changes and alternatives.
  2. **Uniontown Overlay Zone:** This section reviews a proposed new overlay zone to implement the land use vision of the Uniontown Reborn Master Plan. The new overlay zone would require an adjustment to the boundaries of the Bridge Vista Overlay Zone.
  3. **Land Use Alternatives:** This section provides a summary of conceptual alternatives for implementing the land use vision through use regulations, setback and landscaping standards,

building height standards, off-street parking requirements, and design standards and guidelines. The alternatives are presented in a table so they can be more easily compared against each other and to existing standards of the base zones and Bridge Vista Overlay Zone.

Overview of Existing Base and Overlay Zones

As illustrated in Figure 1, the Uniontown Reborn study area includes a mix of industrial, commercial, and residential zoning districts; however, the plan is primarily focused on the commercial and industrial zones that apply along the West Marine Drive Corridor. The goals and vision for the plan center on improving the West Marine Drive Corridor both as the western gateway to the City of Astoria and the commercial heart of the Uniontown-Alameda Historic District. The areas outside the corridor were included in the study area for context and evaluation, but no changes are envisioned to these zones, which include the R-3 High Density Residential zone, the Aquatic zones (A-1 through A-4), and the S-1 Marine Industrial zone.

The two zones that apply to properties within the West Marine Drive Corridor are C-3 General Commercial and S-2 General Development Shorelands. The purpose statements of these zones are provided below for context:

> ***C-3 General Commercial.*** *Primarily for a wide range of commercial businesses, including most of those allowed in other commercial zones. The zone is more appropriate for uses requiring a high degree of accessibility to vehicular traffic, low intensity uses on large tracts of land, most repair services, and small warehousing and wholesaling operations, compared to the C-4 zone*
>
> ***S-2 General Development Shorelands.*** *Provide an area where a mixture of industrial, commercial, residential, public and recreational uses can locate. Uses which are water-dependent or water-related and other uses which would benefit from a water-front location are preferred.*

A portion of the Uniontown Reborn study area is also included in the Bridge Vista Overlay Zone (BVO). The BVO implements the land use principles of the Astoria Riverfront Vision Plan, as they pertain to the Bridge Vista Area. The BVO supersedes or modifies the provisions of the C-3 and S-2 zones, including use regulations, development standards, and design standards and guidelines.

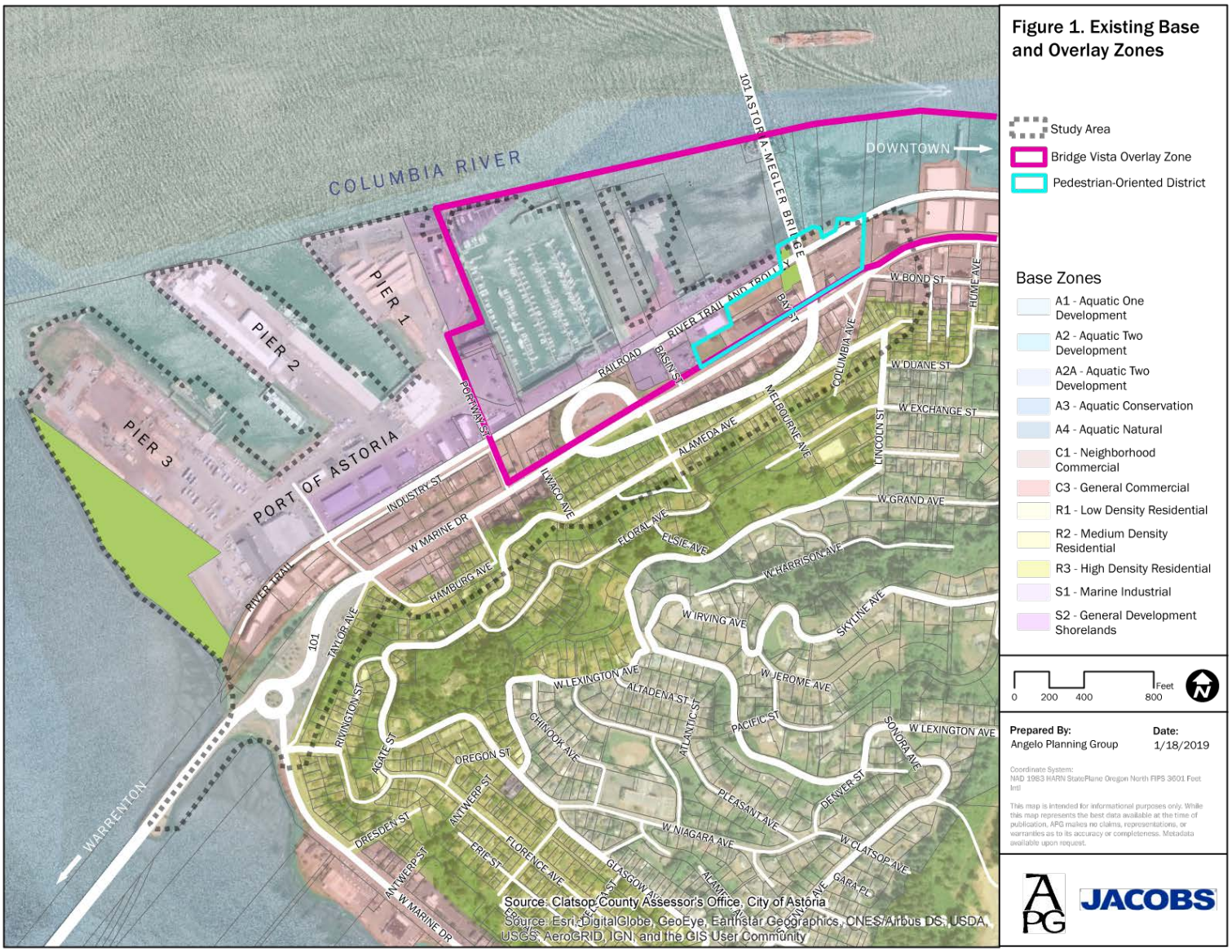
Uniontown Overlay Zone

As illustrated in Figure 2, a new overlay zone is proposed for the West Marine Drive Corridor in order to implement the land use vision of the Uniontown Reborn Master Plan. The overlay zone is intended to apply to most commercial and industrial properties that have street frontage on West Marine Drive between the roundabout at the head of the New Youngs Bay Bridge/Highway 101 to the west and Columbia Avenue to the east. This area covers many of the commercial properties in the Uniontown-Alameda Historic District.

Some properties on the north side of West Marine Drive within the proposed overlay zone are currently included in the BVO. To avoid redundant overlay zones, it is proposed that these properties would be removed from the BVO and included in the Uniontown Overlay Zone. In order to ensure that the land use principles of the Riverfront Vision Plan continue to be implemented on these properties, the applicable provisions of the BVO that apply today will be incorporated or otherwise applied within the new Uniontown

Overlay Zone. The land use alternatives presented in this memo are designed to incorporate the BVO provisions where necessary to ensure they continue to be implemented on any properties that are removed from the BVO.

As illustrated in Figure 2, there are two potential subareas within the Uniontown Overlay Zone. The working titles for the subareas are "Uniontown Gateway" and "Uniontown Core". The subareas reflect the varying existing land uses and development patterns in the West Marine Drive Corridor. To address these conditions, some of the land use alternatives are designed to allow for variations in allowed uses or development standards, where appropriate. The existing conditions and land use vision for each subarea are described below, followed by the proposed land use alternatives.



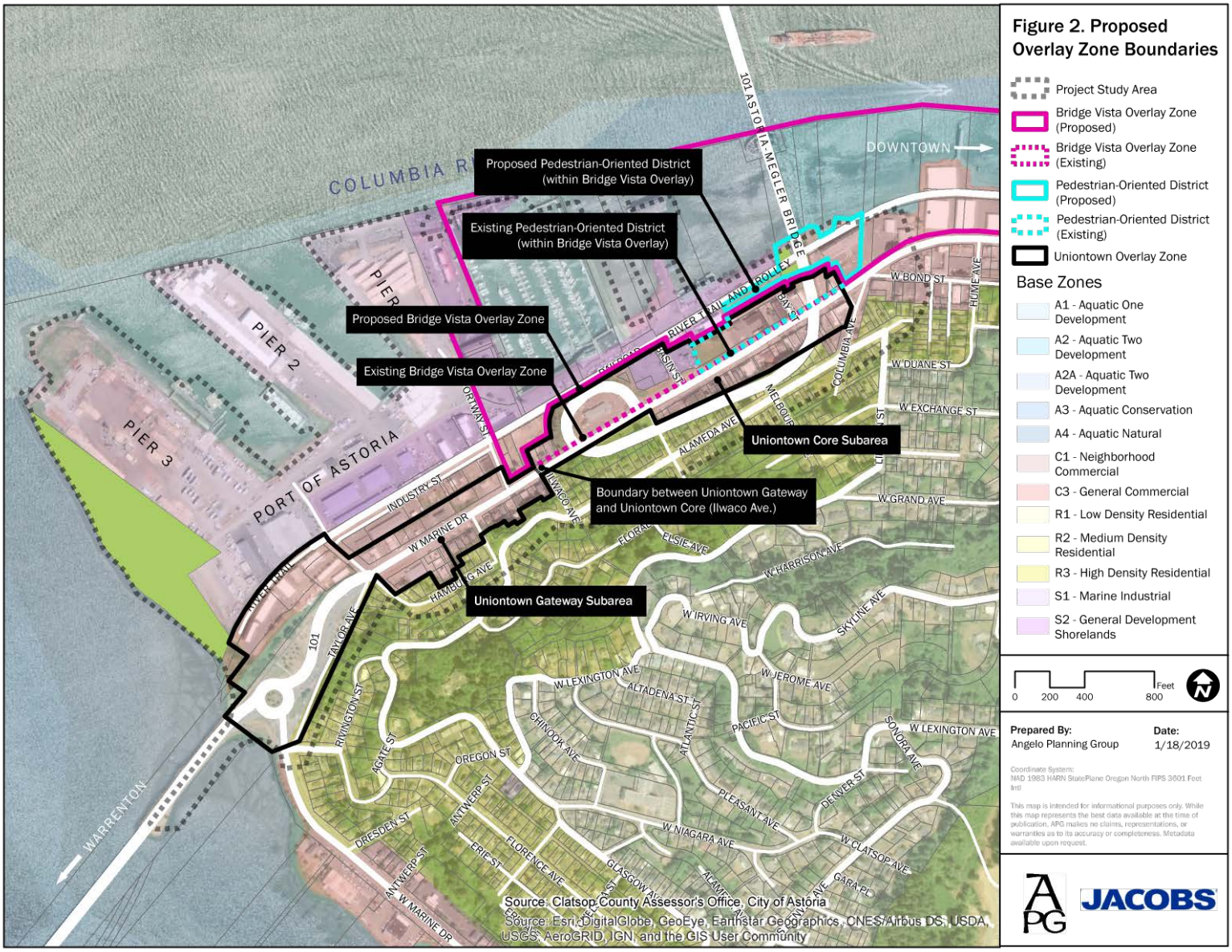


Figure 2. Proposed Overlay Zone Boundaries

- Project Study Area
- Bridge Vista Overlay Zone (Proposed)
- Bridge Vista Overlay Zone (Existing)
- Pedestrian-Oriented District (Proposed)
- Pedestrian-Oriented District (Existing)
- Uniontown Overlay Zone

Base Zones

- A1 - Aquatic One Development
- A2 - Aquatic Two Development
- A2A - Aquatic Two Development
- A3 - Aquatic Conservation
- A4 - Aquatic Natural
- C1 - Neighborhood Commercial
- C3 - General Commercial
- R1 - Low Density Residential
- R2 - Medium Density Residential
- R3 - High Density Residential
- S1 - Marine Industrial
- S2 - General Development Shorelands

0 200 400 800 Feet

Prepared By: Angelo Planning Group

Date: 1/18/2019

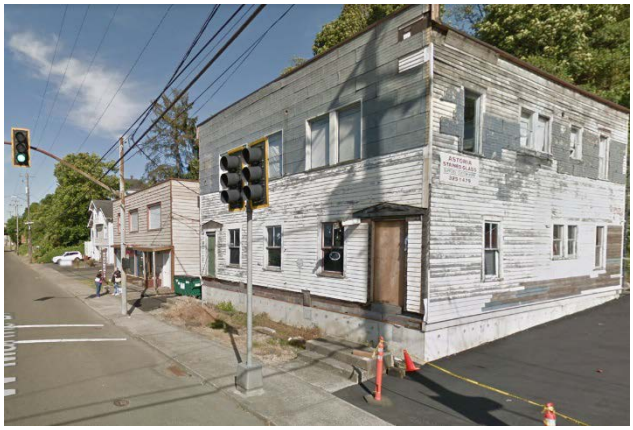
Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

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

APG JACOBS

Uniontown Gateway Subarea





Zoning: C3 – General Commercial and IN - Institutional Zone

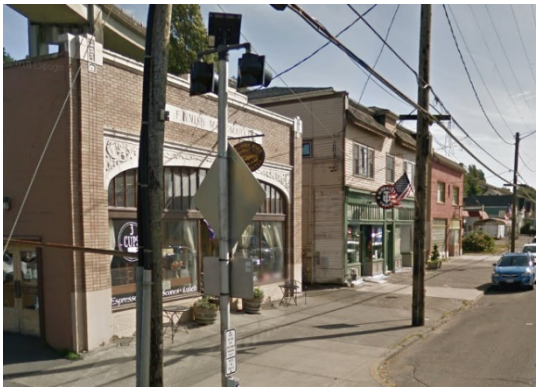
Size: Approximately 18 acres

Characteristics: The Uniontown Gateway subarea is predominantly a commercial corridor that benefits from the high traffic volumes and visibility of West Marine Drive. The area is the western gateway to the City of Astoria and functions as an important transition into the more intensely developed areas in the core of the city. Many of the existing commercial uses are automobile-oriented (fuel station, quick lube, drive-through coffee kiosk). There are a few residential properties on the south side of West Marine Drive. Several sites include vacant buildings and several sites are underutilized and may be candidates for redevelopment. Many buildings are set back from the street and many of the sites in this area include substantial paved areas with little to no landscaping. The right-of-way of West Marine Drive in this subarea is relatively wide 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 street frontage. 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 they contribute to the walkable character of the area. New developments or redevelopments would respect and strengthen the historic character of the area.

Uniontown Core Subarea



Zoning: C-3 General Commercial and S-2 General Shorelands Development

Size: Approximately 16 acres

Characteristics: The Uniontown Core subarea includes the properties that front 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. When considered as a corridor, 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 segment of West Marine Drive in the Uniontown Gateway subarea.

Land Use Vision: The Uniontown Reborn Master Plan envisions that the traditional urban pattern of the Uniontown Core subarea will be preserved and strengthened as properties are improved and new

buildings are added in the area. Building renovations will respect this historic character of the district. 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.

Land Use Alternatives

Alternative strategies for implementing the Uniontown Overlay zone are presented in Table 1 below. Alternatives are presented for five topic areas:

1. Use Regulations
2. Setbacks and Landscaping
3. Building Height and Massing
4. Off-Street Parking
5. Design Guidelines and Standards

For each topic area, Table 1 provides a summary of existing provisions from the base zones and the BVO, presents alternatives for modifying the existing standard to implement the land use vision for the Uniontown area, and describes some conceptual development code standards for each alternative. Some alternatives propose that the standards vary in the two subareas of the Uniontown Overlay Zone and other alternatives propose a uniform standard across the overlay.

The alternatives are discrete and intended to be selected topic-by-topic. For example, selecting Alternative 1 for use regulations does not require selecting Alternative 1 for the other topics. The alternatives are designed to provide options in implementing new standards while being generally consistent with the land use vision for the Uniontown area.

Land Use Alternatives Evaluation

The evaluation of the land use alternatives is presented in Table 2 below. Evaluation criteria used in the table reflects community identified concerns, STAC feedback, input provided by the City of Astoria on impacts of alternatives on livability, development, economic vitality, historic preservation, and neighborhood aesthetics, developed in Technical Memo #2. Evaluation of alternatives was a qualitative process that assessed the extent to which potential alternatives meet the vision for Uniontown.

Each alternative received one of three ratings and used symbols to denote each rating: meets or supports criteria (+), does not relate to criteria (i.e., not applicable) (-), or does not meet criteria (o).

Table 1. Summary of Land Use Alternatives

Existing Standards	Alternatives	Uniontown Gateway Conceptual Standards	Uniontown Core Conceptual Standards
Use Regulations			
C-3 Zone – Summary of Use Regulations: Permitted Uses: Wide variety of commercial uses, multi-family residential, minor repair services. Conditional Uses: Auto sales and service, major repair services, gas station, light manufacturing, warehousing, single-family residential or duplex. Allowed uses are modified by the Bridge Vista Overlay Zone to permit additional uses outright and prohibit some uses. **S-2 Zone – Summary of Use Regulations:** Permitted Uses: Water-related or water-dependent industrial and commercial uses. Conditional Uses: Most other general commercial and industrial uses (not water-related or water-dependent) Allowed uses are modified by the Bridge Vista Overlay Zone to permit additional uses outright and prohibit some uses.	**Alternative 1: Prohibit auto-oriented commercial or industrial uses and allow additional commercial uses outright throughout the Uniontown Overlay.**	C-3 Zone – Prohibited Uses: The following uses currently permitted in the C-3 zone would be prohibited throughout the overlay zone (consistent with existing regulations for the Pedestrian-Oriented District (POD) within BVO): • Animal hospital or kennel. • Auto sales and services. • Commercial or public off-street parking lot. • Conference center. • Construction service establishment. • Drive-through facilities. • Gasoline service stations. • Hospital. • Manufacturing or light industrial without a retail component. • Repair service establishment not allowed as an Outright Use. • Transportation service establishment. • Wholesale trade or warehouse establishment. C-3 Zone – Additional Permitted Uses: The following uses allowed as Conditional Uses in the C-3 zone would be permitted outright in the C-3 zone throughout the overlay zone (consistent with existing regulations for POD within BVO): • Light manufacturing with a retail component. • Motel, hotel, or bed and breakfast • Residential dwellings above a first-floor commercial use. S-2 Zone – Prohibited Uses: The following uses that are permitted in the S-2 zone would be prohibited in the overlay zone (consistent with existing BVO): • Fossil fuel and petroleum product terminals. • Auto sales and gas stations. • Wood processing. • Professional and medical offices. • Indoor entertainment. • Hotels/motels. • Conference center. • Residential uses.	

Existing Standards	Alternatives	Uniontown Gateway Conceptual Standards	Uniontown Core Conceptual Standards
	Alternative 2: Tailor use regulations to two subareas in the Uniontown Overlay: Prohibit a limited set of industrial uses in the Uniontown Gateway subarea, while continuing to allow some auto-oriented commercial uses. Apply the same changes to use regulations as Alternative 1 the Uniontown Core subarea.	<u>C-3 Zone – Prohibited Uses:</u> The following uses currently permitted in the C-3 zone would be <u>prohibited:</u> • Construction service establishment. • Manufacturing or light industrial without a retail component. • Wholesale trade or warehouse establishment. • Automotive sales. <u>C-3 Zone – Additional Permitted Uses:</u> The following uses allowed as Conditional Uses in the C-3 zone would be <u>permitted outright:</u> • Light manufacturing with a retail component. • Residential dwellings above a first-floor commercial use.	Apply the same modifications to use regulations as Alternative 1, but limited to the Uniontown Core subarea.
Setbacks and Landscaping			
C-3 Zone: No minimum or maximum setback Minimum landscaping: 10% of lot area Maximum lot coverage: 90% of lot area **S-2 Zone**	**Alternative 1: Establish a maximum setback and no minimum landscaping throughout the Uniontown Overlay.**	• 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 that parking lots be landscaped according to Section 7.170 and Section 3.105 through 3.120. • Require the same setback for view corridors and River Trail required by the BVO, where applicable. Applies only	

Existing Standards	Alternatives	Uniontown Gateway Conceptual Standards	Uniontown Core Conceptual Standards
No minimum or maximum setback No minimum landscaping requirements **Bridge Vista Overlay Zone:** Minimum view corridor of 70 feet along north-south rights-of-way between West Marine Drive and Columbia river. Minimum setback of 10 feet from River Trail, setback area must be landscaped or provide pedestrian amenities.		to properties in the Uniontown Core subarea with frontage on River Trail and/or north-south streets.	
	Alternative 2: Tailor setback and landscaping requirements to two subareas in the Uniontown Overlay. Provide flexibility in the Uniontown Gateway subarea while requiring attractive street frontages and landscaping. Require a maximum setback and no minimum landscaping in the Uniontown Core 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. • Continue to require at least 10% of lot area to be landscaped. • Establish minimum planting requirements to require minimum areas of live ground cover and minimum density of trees and/or shrubs in landscaped area.	• 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. • Require the same setback and landscaping requirements for view corridors and from the River Trail as required by the BVO, where applicable.
Building Height and Massing			
C-3 Zone: Maximum height of 35 feet **S-2 Zone:** Maximum height of 45 feet	**Alternative 1: Allow a maximum height of 45 feet throughout the Uniontown Overlay.**	Maximum height of 45 feet (no stepback required).	

Existing Standards	Alternatives	Uniontown Gateway Conceptual Standards	Uniontown Core Conceptual Standards
Bridge Vista Overlay Zone: Maximum height of 35 feet, except up to 45 feet when stories above 24 feet are stepped back 10 feet.	**Alternative 2: Allow a maximum height of 45 feet, but require stepbacks, throughout the Uniontown Overlay.**	• Maximum height of 35 feet without a stepback. • Maximum height of 45 feet when stories above 24 feet are stepped back 10 feet (consistent with existing BVO).	
	Alternative 3: Allow a maximum height of 35 feet, but require stepbacks, throughout the Uniontown Overlay.	• Maximum height of 35 feet and stories above first floor (or 15 feet, whichever is less) are required to step back 10 feet.	
Off-Street Parking			
C-3 and S-2 Zone: Citywide requirements apply, as found in Article 7. **Bridge Vista Overlay Zone:** Reductions and exemptions from minimum parking requirements allowed in the Pedestrian-Oriented District.	**Alternative 1: Allow reductions and exemptions to parking requirements throughout the Uniontown Overlay.**	• Minimum parking space requirements may be reduced by 50% for uses with less than 5,000 square feet of gross floor area. • Exemptions from minimum parking space requirements permitted under the following conditions: o Existing buildings that cover the maximum allowable area of the site. o Building expansions of 10% or less.	
	Alternative 2: Allow reductions and exemptions to parking requirements only in the Uniontown Core subarea.	No reductions or exemptions.	• Minimum parking space requirements may be reduced by 50% for uses with less than 5,000 square feet of gross floor area. • Exemptions from minimum parking space requirements permitted under the following conditions: o Existing buildings that cover the maximum area of the site allowable. o Building expansions of 10% or less.

Existing Standards	Alternatives	Uniontown Gateway Conceptual Standards	Uniontown Core Conceptual Standards
Design Guidelines and Standards			
C-3 and S-2 Zone: No specific guidelines or standards. **Bridge Vista Overlay Zone:** The BVO requires compliance with a set of design standards and guidelines, administered through a design review process. The design standards and guidelines cover the following topics: • Building Form and Style • Roof Form and Materials • Doors • Windows • Siding and Wall Treatment • Awnings • Lighting • Signs	**Apply a set of design standards and guidelines that will ensure developments respect the historic character and contribute to the identity of the Uniontown area.**	• The design standards and guidelines would be applied uniformly throughout the Uniontown Overlay Zone. • The standards and guidelines would apply to all new construction and major renovations (defined as construction valued at more than 25% of the assessed value of existing structure). • The standards and guidelines would be modeled on the standards and guidelines of the Bridge Vista Overlay Zone but would be modified to be appropriate for any uses that are permitted in the Uniontown Overlay Zone. The standards and guidelines may also be modified to address features or conditions that are unique to the Uniontown area, as appropriate. • The specific standards and guidelines will be drafted as part of Draft Memorandum #7 (Preferred Land Use Alternative) and Draft Memorandum #8 (Implementation Measures).	

Table 2. Land Use Alternatives Evaluation

Astoria Uniontown Reborn Master Plan Draft - Land Use and Economic Development									
Alternative	**Use Regulations**		**Setbacks and Landscaping**		**Building Height and Massing**		**Off-Street Parking**		**Design Guideline and Standards**
Evaluation Criteria	**Alternative 1: Prohibit auto-oriented commercial or industrial uses and allow additional commercial uses outright throughout the Uniontown Overlay.**	**Alternative 2: Tailor use regulations to two subareas in the Uniontown Overlay**	**Alternative 1: Establish a maximum setback and no minimum landscaping throughout the Uniontown Overlay.**	**Alternative 2: Tailor setback and landscaping requirements to two subareas in the Uniontown Overlay.**	**Alternative 1: Allow a maximum height of 45 feet throughout the Uniontown Overlay.**	**Alternative 2: Allow a maximum height of 45 feet, but require stepbacks, throughout the Uniontown Overlay.**	**Alternative 1: Allow reductions and exemptions to parking requirements throughout the Uniontown Overlay.**	**Alternative 2: Allow reductions and exemptions to parking requirements only in the Uniontown Core subarea.**	**Apply a set of design standards and guidelines that will ensure developments respect the historic character and contribute to the identity of the Uniontown**
Improves existing landscaping standards to reflect community vision for the neighborhood	o	o	−	+	o	o	o	o	o
Supports sustainable landscaping design and implementation (i.e. preserving/increasing tree canopy, improving storm water management)	o	o	−	+	o	o	o	o	o
Encourages development types that promote a cohesive neighborhood fabric	+	+	o	+	o	o	+	+	+
Leverages the asset of the river, views of, and connection to the river to future development	o	o	o	o	−	+	o	o	o
Reduces burden of parking minimums for new development	o	o	o	o	o	o	+	+	o
Leverages current and potential off-street parking in Uniontown	o	o	o	o	o	o	+	+	o

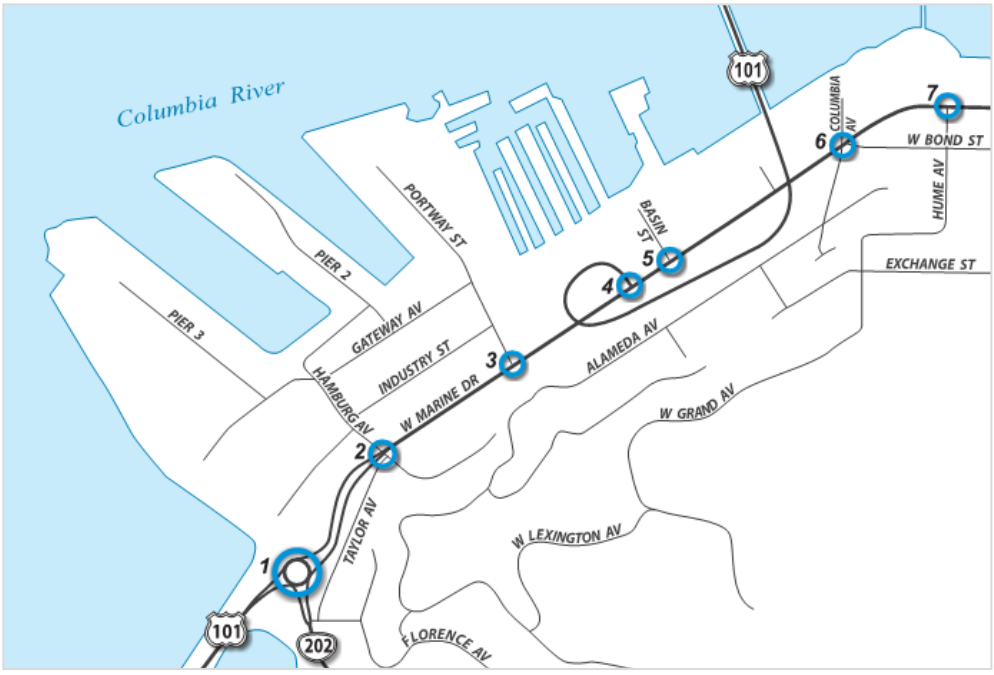
Astoria Uniontown Reborn Master Plan Draft - Land Use and Economic Development									
Alternative	**Use Regulations**		**Setbacks and Landscaping**		**Building Height and Massing**		**Off-Street Parking**		**Design Guideline and Standards**
Evaluation Criteria	**Alternative 1: Prohibit auto-oriented commercial or industrial uses and allow additional commercial uses outright throughout the Uniontown Overlay.**	**Alternative 2: Tailor use regulations to two subareas in the Uniontown Overlay**	**Alternative 1: Establish a maximum setback and no minimum landscaping throughout the Uniontown Overlay.**	**Alternative 2: Tailor setback and landscaping requirements to two subareas in the Uniontown Overlay.**	**Alternative 1: Allow a maximum height of 45 feet throughout the Uniontown Overlay.**	**Alternative 2: Allow a maximum height of 45 feet, but require stepbacks, throughout the Uniontown Overlay.**	**Alternative 1: Allow reductions and exemptions to parking requirements throughout the Uniontown Overlay.**	**Alternative 2: Allow reductions and exemptions to parking requirements only in the Uniontown Core subarea.**	**Apply a set of design standards and guidelines that will ensure developments respect the historic character and contribute to the identity of the Uniontown**
Preserves historic character of Uniontown	−	+	o	o	o	−	o	o	+
Emphasizes Astoria's historic character by connecting people to tourism-related and retail businesses	+	+	o	o	o	o	o	o	+
Addresses the changing economic landscape by supporting new investment/employment opportunities	−	+	o	o	+	−	+	+	o
Emphasizes Uniontown's capability for light manufacturing and other resilient industry sectors	−	+	o	o	+	−	o	o	o
Allows or promotes feasible development types	−	+	+	−	+	−	+	+	−
Development reflects market conditions/constraints	+	+	+	+	+	−	+	+	o
Incentivizes opportunities for increases affordable housing or overall supply of housing that are appropriate for prevailing wages	o	o	o	o	o	o	+	+	o
New and proposed housing development are compatible with adjacent neighborhoods and with current neighborhood uses	o	+	o	o	o	o	o	o	+
Promotes the envisioned neighborhood character (i.e. setbacks, building heights, landscaping) and allows for feasible development	−	+	−	+	−	+	+	+	+
Allows for repurposing of existing buildings to fill market gap	+	+	o	o	o	o	o	o	o
Commercial development includes affordable housing	+	+	o	o	o	o	o	o	o

Symbol Key		
+ Meets Criteria	− Does Not Meet Criteria	o Not Applicable

Transportation Alternatives

The purpose of this memorandum is to present the transportation alternative strategies for the Uniontown Reborn Master Plan. The alternatives respond to the goals and vision for the project and take into consideration findings and recommendations in the Astoria Transportation System Plan. The study area includes West Marine Drive (US 101) between the Smith Point Roundabout (OR 202) and Bond Street as shown in Figure 1.

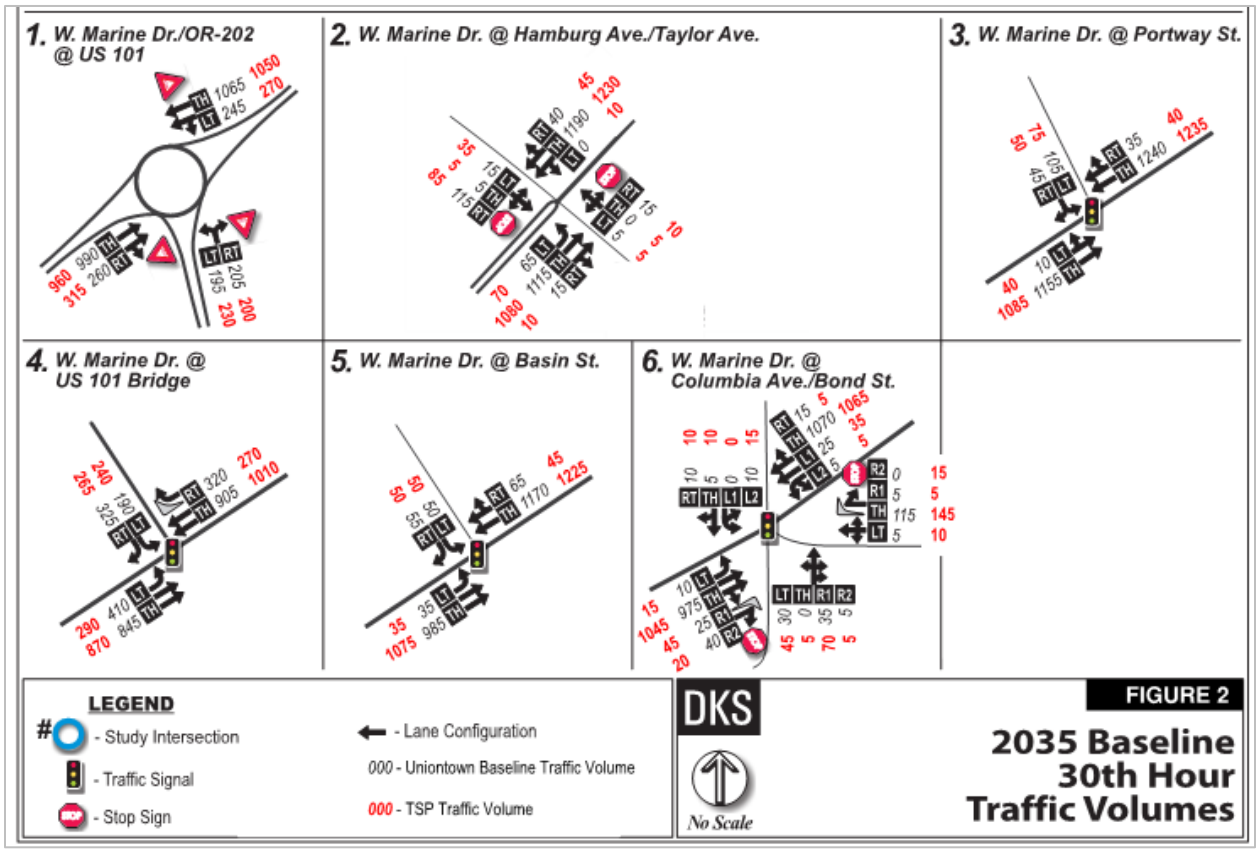
Figure 1: Study Area



Astoria Transportation System Plan

The 2013 Astoria Transportation System Plan provides detailed future traffic analysis of the study area corridor. The land use that informed the TSP future year 2035 traffic forecasts was reviewed and compared to the land use alternatives developed for the Uniontown plan. It was found the land use (number of households and employees) growth in the Uniontown alternatives was similar to each other and similar to the TSP estimates. Therefore, the growth in vehicle trips to the future 2035 horizon year should also be similar.

The 2035 forecasted traffic volumes from the TSP were compared to the 2035 baseline volumes developed for the Uniontown plan. The forecasting methodology and future land use growth were consistent for each. There were minor differences in 2035 intersection volumes between the studies, as shown in Figure 2.



It was determined the future traffic analysis findings from the TSP are still valid for the Uniontown plan and are appropriate to use to guide the transportation alternatives Tier 1 screening. An updated future traffic analysis will be conducted to evaluate the Uniontown plan preferred alternative.

Summary of TSP Operations Findings

The TSP evaluated six roadway options along West Marine Drive between Hamburg Avenue and Columbia Avenue. These findings were reviewed to determine the best alternatives to carry forward into the Uniontown analysis. The TSP roadway options and findings are summarized in Table 1.

Table 1: TSP Roadway Options and Findings

TSP West Marine Drive Options	TSP Findings and Outcome
Option A: Do nothing West Marine Drive would maintain four travel lanes.	This option would adequately accommodate future year 2035 travel demand. It was carried forward as a Uniontown plan alternative to serve as the future baseline condition.
Option B: Three lanes West Marine Drive would be reconfigured to three travel lanes (one lane in each direction with a center turn lane/median).	This option would not adequately accommodate future year 2035 travel demand and was dropped early in the TSP alternatives analysis. Future corridor speeds were slow with long queues. The westbound through movements at signalized intersections required two through lanes to meet intersection mobility targets. This option was included as a Uniontown alternative due to the potential multimodal and safety benefits that align with project goals.
Option C1: Four lanes reconfigured West Marine Drive would be reconfigured with one westbound travel lane, two eastbound travel lanes and a center turn lane/median.	This option would not adequately accommodate future year 2035 travel demand and was dropped early in the TSP alternatives analysis. Future corridor speeds were slow with long queues. The westbound through movements at signalized intersections required two through lanes to meet intersection mobility targets. This option was not included as a Uniontown alternative due to the lack of westbound capacity as a fatal flaw for future year traffic operations.
Option C2: Four lanes reconfigured West Marine Drive would be reconfigured with two westbound travel lanes, one eastbound travel lane and a center turn lane/median.	This option would adequately accommodate future year 2035 travel demand. It was carried forward as a Uniontown plan alternative. This option scored the highest in the TSP evaluation.
Option D: Five lanes West Marine Drive would be widened to five travel lanes- two lanes in each direction with a center turn lane/raised median.	This option would adequately accommodate future year 2035 travel demand. It was carried forward as a Uniontown plan alternative. This option scored the second highest in the TSP evaluation.

Transportation Alternatives

The following table summarizes potential changes to the West Marine Drive roadway cross-section. These alternatives focus on options for the vehicle lanes on the roadway. The alternatives include:

- Alternative 0: Do Nothing
- Alternative 1: 3-Lanes
- Alternative 2: 4-Lanes
- Alternative 3: 5-Lanes

Additional alternatives for providing roadway elements such as bike lanes, wide sidewalks, buffer strips, on-street parking, raised medians, enhanced pedestrian crossings, streetscape and driveways will be evaluated after the Tier 1 screening when future vehicle travel lanes have been determined.

Transportation Alternatives Evaluation

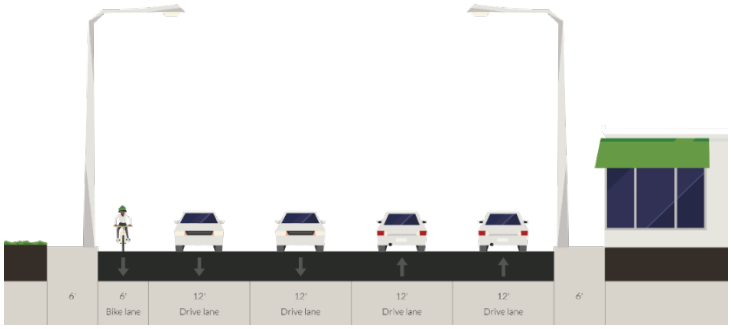
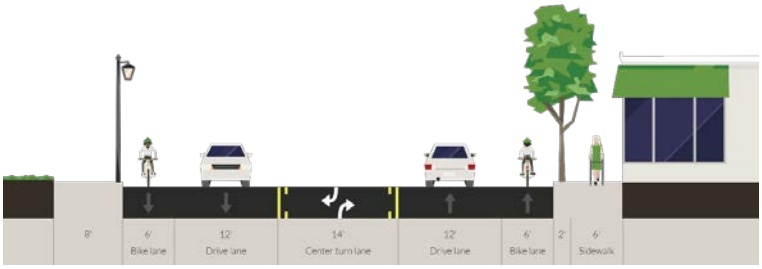
The evaluation of the transportation alternatives is presented in Table 1 below. Evaluation criteria used in the table reflects identified community issues, STAC feedback, input provided by the City of Astoria on impacts of alternatives on travel conditions by different mode, including safety, comfort, and accessibility for people walking, biking, riding transit, or driving, and the movement of freight, developed in Technical Memo #2. Evaluation of alternatives was a qualitative process that assessed the extent to which potential alternatives meet the vision for Uniontown.

Each alternative received one of three ratings and used symbols to denote each rating: meets or supports criteria (+), does not relate to criteria (i.e., not applicable) (-), or does not meet criteria (o). The rating given for each evaluation criteria were based on several general assumptions.

- A cross-section with a center-turn lane would create an opportunity to provide pedestrian crossings with a median refuge for improved safety and connectivity.
- Alternative 3 would reduce vehicle capacity and conflicts by removing two through lanes.
- Alternative 5 would widen the corridor and reduce pedestrian crossing safety.
- A cross-section with a center-turn lane would move left turning vehicles out of the through lane for improved safety.

The optional eastbound bike lane was assumed to be included with the Alternative 2 and 3 cross-sections for improved safety and connectivity.

Summary of West Marine Drive Alternatives

Alternative	Description	Considerations	Cross-section Looking East
Alternative 0: No Build	Retain the existing 4-lane section: 2 lanes in each direction and left turn lanes at major intersections Approximate 66-foot section	• No left turn lanes are provided on West Marine Drive at Portway Street (eastbound) and Hamburg Avenue (westbound) • Bike lane provided in westbound direction only • Retains existing 6-foot wide sidewalks • Retains existing on-street parking	
Alternative 1: 3-Lanes	Reconfigure roadway to provide 1 lane in each direction with a center turn lane/ median area Approximate 66-foot section	• Reduces vehicle capacity • Does not accommodate future 2035 traffic demand • Adds left turn lane at Portway St (eastbound) and Hamburg Ave (westbound) • Adds eastbound bike lane • Reduces vehicle conflicts and improves safety • Provides space for wider sidewalks and buffer area to encourage walking • Provides median for landscaping and access management • May retains existing on-street parking	

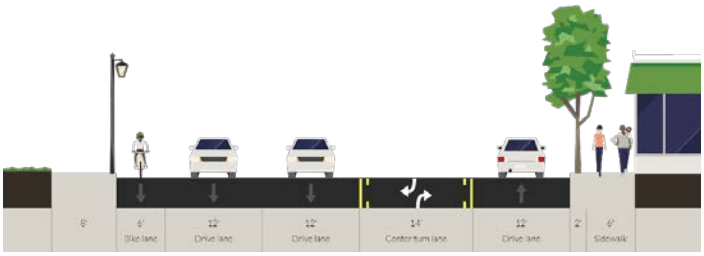
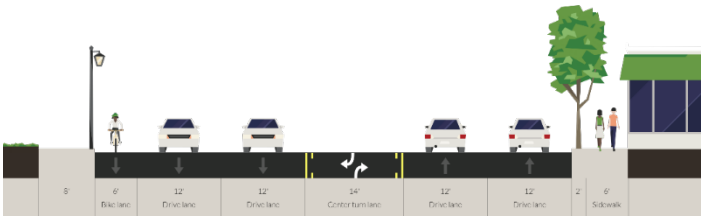
Alternative 2: 4-Lanes	Reconfigure roadway to provide 2 westbound lanes and 1 eastbound lane Approximate 72-foot section Approximate 78-foot section with eastbound bike lane	• Reduces capacity for eastbound traffic • Adds left turn lane at Portway St (eastbound) and Hamburg Ave (westbound) • Reduces vehicle conflicts eastbound and improves safety • Optional eastbound bike lane • May retain existing on-street parking	
Alternative 3: 5-Lanes	Reconfigure roadway to provide 2 lanes in each direction with a center turn lane or raised median Approximate 84-foot section Approximate 90-foot section with eastbound bike lane	• Retains capacity for through traffic • Adds left turn lane at Portway Street (eastbound) and Hamburg Avenue (westbound) • Center turn lane adds vehicle capacity • Center raised median reduces vehicle conflicts and improves safety • Bike lane provided in westbound direction only • May retains existing on-street parking • Optional eastbound bike lane	 

Table 1. Transportation Alternatives Evaluation

Astoria Uniontown Reborn Master Plan **Draft Transportation – West Marine Drive from Smith Point Roundabout to Bond Street**				
Evaluation Criteria	**Alternative 0: No Build – Four Travel Lanes**	**Alternative 1: Three Travel Lanes**	**Alternative 2: Four Travel Lanes (2 WB, 1 EB)**	**Alternative 3: Five Travel Lanes**
Issue #1: Unsafe Pedestrian Crossings on Marine Drive				
Addresses known pedestrian crossing issues on Marine Drive	−	+	+	−
Improves safety at crossings for pedestrians through proven treatment methods	−	+	+	−
Issue #2: Port of Astoria Traffic Concerns				
Alternative measures to increase capacity and turning movements for road users, especially Port activity	−	−	+	+
Preserves existing transportation system to the Port Astoria	+	−	−	+
Supports and improves safety for all users around the Port of Astoria	−	+	+	+
Issue #3: ODOT Performance Targets				
Meets ODOT intersection performance targets during future 2035 peak periods	+	−	+	+
Issue #4: Parking on Marine Drive				
Preserves parking with roadway configuration	+	+	−	−
Mitigates impacts to existing on-street parking	o	o	o	o

Astoria Uniontown Reborn Master Plan **Draft Transportation – West Marine Drive from Smith Point Roundabout to Bond Street**				
Evaluation Criteria	**Alternative 0: No Build – Four Travel Lanes**	**Alternative 1: Three Travel Lanes**	**Alternative 2: Four Travel Lanes (2 WB, 1 EB)**	**Alternative 3: Five Travel Lanes**
Issue #5: Limited Access to Commercial and Recreational Districts				
Improve pedestrian access	−	+	+	+
Improve bicycle access	−	+	+	+
Improves access to and identification of commercial or recreational areas through signage, crossings, and wayfinding programs	−	o	o	o
Issue #6: Unsafe Nonmotorized Access between Uniontown and Alameda				
Promotes a more walkable, safe, and accessible transportation environment	−	+	+	+
Improves or creates access to/between Uniontown and Alameda	−	+	+	+
Improves facilities for those using mobility devices	−	+	+	+
Enhances the active transportation network	−	+	+	+
Issue #7: Problematic Traffic Patterns				
Addresses known access issues on state highways or major arterials	−	o	o	o
Reduces personal vehicle reliance on system for shorter, local trips	−	+	+	+

Astoria Uniontown Reborn Master Plan **Draft Transportation – West Marine Drive from Smith Point Roundabout to Bond Street**				
Evaluation Criteria	**Alternative 0: No Build – Four Travel Lanes**	**Alternative 1: Three Travel Lanes**	**Alternative 2: Four Travel Lanes (2 WB, 1 EB)**	**Alternative 3: Five Travel Lanes**
Improves efficiency of current transportation system	−	−	−	−
Issue #8: Numerous and Closely Spaced Driveways on Marine Drive				
Supports more safe and efficient access to businesses and residences along Marine Drive	−	+	+	+
Improves safety for pedestrians and bicyclists around driveways	−	o	o	o
Issue #9: Safe and Convenient Transit				
Enhances public transportation services (e.g., new routes, shelters, ADA compliance)	−	o	o	o
Improves bicycle and pedestrian connections to public transportation stops	−	+	+	+
Enhances transportation options to underserved areas.	−	+	+	+
Issue #10: Inadequate Lighting for Pedestrians				
Improves visibility and safety, especially for those with disabilities	−	+	+	+
Minimizes impacts to natural resources	o	o	o	o

Astoria Uniontown Reborn Master Plan Draft Transportation – West Marine Drive from Smith Point Roundabout to Bond Street				
Evaluation Criteria	**Alternative 0: No Build – Four Travel Lanes**	**Alternative 1: Three Travel Lanes**	**Alternative 2: Four Travel Lanes (2 WB, 1 EB)**	**Alternative 3: Five Travel Lanes**
Issue #11: Lack of Safe and Convenient Bicycle Facilities				
Enhances access to and encourages use of the Oregon Coast Bike Route (OCBR)	−	+	+	+
Creates connections between Marine Drive and the Astoria Riverwalk	−	o	o	o
Creates enhanced east-west bicycle route accessible to more users	−	+	+	+

Symbol Key		
+ Meets Criteria	− Does Not Meet Criteria	o Not Applicable

APPENDIX J: Preferred Land Use and Transportation Alternatives Memorandum

Memorandum 7: preferred land use and transportation alternatives

ASTORIA UNIONTOWN REBORN MASTER PLAN

Attention	Mike Morgan, City of Astoria
From	Jamin Kimmell and Matt Hastie, APG Reah Flisakowski and Rochelle Starrett, DKS Scott Richman and Brooke Jordan, Jacobs
Date	April 29, 2019
Copies to	Michael Duncan, ODOT

Table of Contents

Introduction

The purpose of this memorandum is to identify and evaluate the preferred land use and transportation alternatives for the Astoria Uniontown Reborn Master Plan. The sections below describe how the preferred alternatives were selected, how key elements of the preferred alternatives were developed, and how preferred alternatives were evaluated based on the project evaluation criteria.

Land Use Alternative Summary

The land use alternative section in this memorandum lays out the vision for preferred land uses. The land use regulations evaluated address five topic areas: allowed uses, building heights and massing,

landscaping and setbacks, off-street parking, and design guidelines. Within each topic, two to three alternative approaches were described.

Key findings from the land use analysis include:

- The Gateway Subarea land use vision incrementally transitions the area into a more pedestrian-oriented and walkable form. Where buildings do not directly front the sidewalk, landscaping or plazas would provide for an attractive street frontage.
- The Core Subarea land use vision preserves the traditional urban pattern. New developments or redevelopments would extend the essential features of this historic character and strengthen the identity of the area as a traditional commercial "Main Street".
- The Gateway Subarea preferred use regulation concept would prohibit industrial uses (except for light manufacturing with a retail component) and automotive sales, 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, drive-through facilities.
- 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.
- 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 to allow for development levels that support economic feasibility for new development.
- Preferred off-street parking concept would require off-street parking for most new development but provide reductions and exemptions to the standards to address situations where it may be difficult or infeasible.
- 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 transportation alternative lays out the evaluation for the West Marine Drive (US 101) Astoria Uniontown study area. The transportation alternative evaluation section in this memorandum includes a discussion of the preferred alternative roadway configuration, including multimodal facilities, a Level of Traffic Stress evaluation for both pedestrians and bicyclists, a qualitative evaluation of potential safety benefits for the preferred alternative, and detailed intersection operations and queuing for 2035.

Key findings from the transportation analysis include:

- The Tier 2 evaluation carries forward the preferred alternative identified in the Tier 1 evaluation.

- A preferred alternative for the West Marine Drive Astoria Uniontown segment between the Smith Point Roundabout (OR 202) and the Columbia Avenue/Bond Street intersection was identified as an outcome of the Tier 1 evaluation process[8]. The preferred alternative for West Marine Drive Astoria Downtown segment between the Columbia Avenue/Bond Street intersection and 8th Street was identified prior to this master planning work and is assumed to be complete for this study.

- 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 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. 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.

- The preferred alternative is expected to provide safety benefits along the corridor. Spot locations could experience a crash reduction as high as 27%, depending on site specific crash patterns and the specific lane configuration.

- The Uniontown segment preferred alternative was analyzed for future 2035 intersection operations and compared to the baseline conditions. Most study intersections are expected to meet their mobility targets in 2035. The West Marine Dr/Columbia Avenue/Bond Street intersection is forecasted to operate slightly over the ODOT mobility target.

[8] Draft Memorandum 6: Transportation Alternatives, Astoria Uniontown Reborn Master Plan, DKS Associates and Jacobs, February 26, 2019.

Land Use Alternative Analysis

Development of the Preferred 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 a set of alternatives in Memorandum #6: Tier 1 Screening of Land Use Alternatives and Public Improvements. Five land use topics were identified: allowed uses, building heights and massing, landscaping and setbacks, off-street parking, and design guidelines. Within each topic, two to three alternative approaches were described.

The alternatives were presented to the STAC (at STAC Meeting #2) and to the community (at Public Event #2). The project team used feedback from the STAC and community to help identify the alternatives that best addressed the land use vision, community goals, and the project evaluation criteria. The preferred alternative is a combination of the preferred approach to each of the five individual topics presented to the STAC and community.

Uniontown Overlay Zone – Boundary and Subareas

A key concept of the preferred land use alternative is to establish a new Uniontown Overlay Zone (UOZ) 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 enables the city to apply the proposed code changes to a specific area 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 UOZ is illustrated in Figure 1. The boundary of the UOZ is focused on the West Marine Drive corridor. The community has expressed a desire for this corridor to function as an important gateway into Astoria for travelers entering the city from the west, many arriving from Warrenton and other coastal communities to the south via the New Youngs Bay Bridge. Additionally, the community desires to preserve the character of the historic buildings and development pattern of the Uniontown-Alameda Historic District that is centered on the corridor in the study area.

The UOZ does not extend north into the industrial areas in and adjacent to the Port of Astoria as it was not identified as a priority to achieve certain land use and urban design goals for this area. The focus of this area is to provide employment uses and support citywide economic development. Secondly, the UOZ does not extend south into the residential neighborhoods as it was not identified as a priority to amend any development regulations that apply in these neighborhoods. Both areas will continue to support the commercial uses on the West Marine Drive corridor by supplying nearby employees and residents.

The UOZ will work in concert with the nearby Bridge Vista Overlay Zone (BVO). Previously, the approach identified in Memorandum #6 and presented to the STAC and public was to modify the boundaries of the BVO in order to re-assign some properties on the north side of West Marine Drive from the BVO to the new UOZ. Upon identifying the preferred alternative, the project team concluded that a more effective and efficient approach would be to preserve the existing boundaries of the BVO and apply the UOZ only to properties on the south side of West Marine Drive that are currently outside the BVO. There are two reasons this approach is preferred over modifying the boundary of the BVO:

1. The preferred land use alternative for these properties (if it were to be included in the UOZ) is largely identical to the development regulations that currently apply in the BVO, so the BVO is consistent with and implementing the land use vision for this area as expressed in this plan.
2. Separately from this project, the City is considering code amendments to the BVO that would apply in this area. The code amendments are intended to address evolving community goals for the entire BVO. Preserving the boundaries of the BVO will allow these regulations to remain consistent across all the properties within the boundaries of the existing BVO, as intended by the code amendments.

Subareas

The UOZ is proposed to be divided into two subareas: “Gateway” and “Core”. The boundaries of the two subareas are illustrated in Figure 1. While most of the proposed land use and urban design concepts will apply throughout the corridor, the existing characteristics and land use vision for these two subareas vary slightly. Thus, the areas will be identified and mapped in order to allow for variation in the development regulations that apply in each subarea. The size, existing characteristics, and land use vision for each subarea area described below. The specific development code concepts for each subarea, if they vary, are presented in the “Code Concepts” section of the memo that follows.

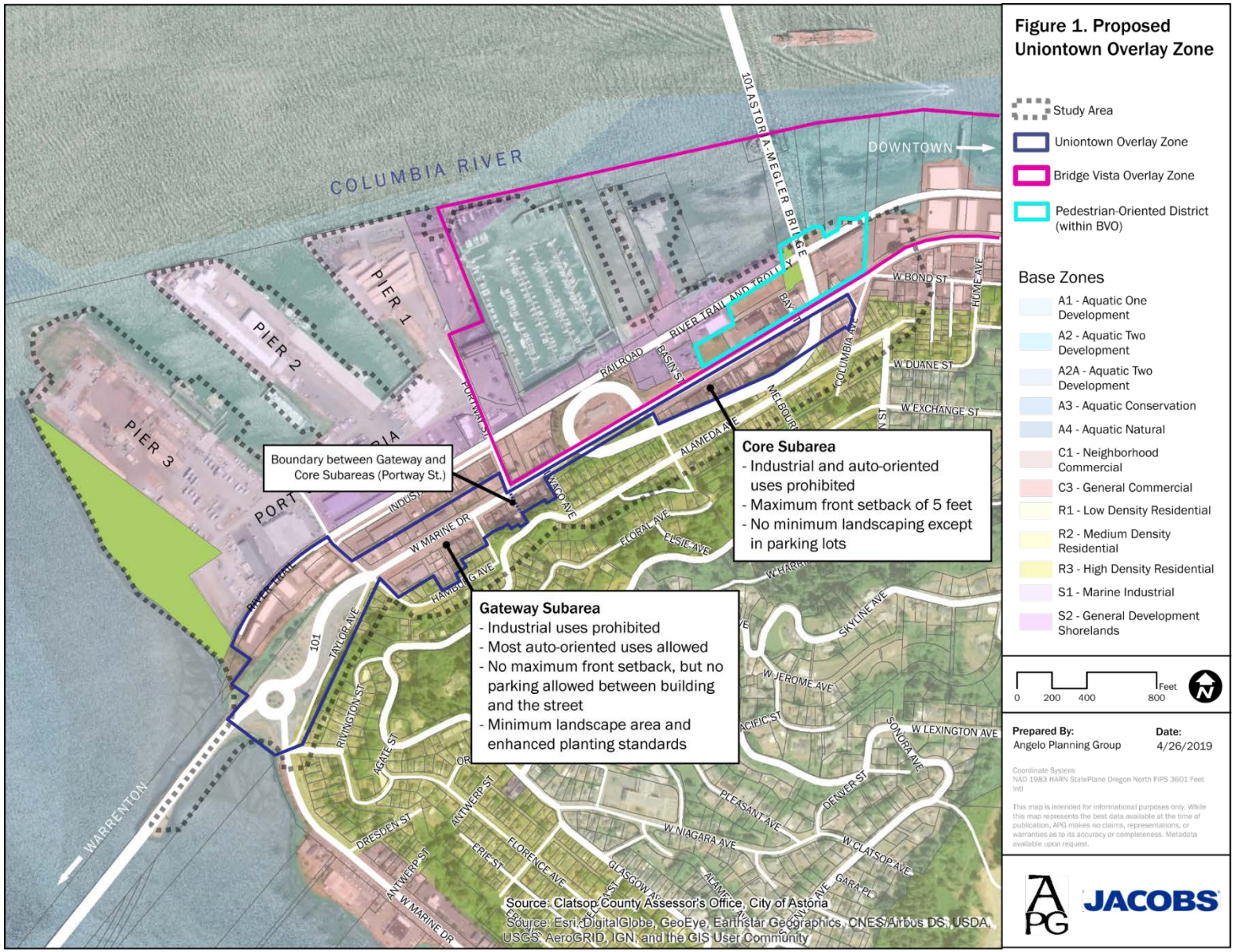


Figure 1. Proposed Uniontown Overlay Zone

- Study Area
- Uniontown Overlay Zone
- Bridge Vista Overlay Zone
- Pedestrian-Oriented District (within BVO)

Base Zones

- A1 - Aquatic One Development
- A2 - Aquatic Two Development
- A2A - Aquatic Two Development
- A3 - Aquatic Conservation
- A4 - Aquatic Natural
- C1 - Neighborhood Commercial
- C3 - General Commercial
- R1 - Low Density Residential
- R2 - Medium Density Residential
- R3 - High Density Residential
- S1 - Marine Industrial
- S2 - General Development Shorelands

0 200 400 800 Feet

Prepared By: Angelo Planning Group

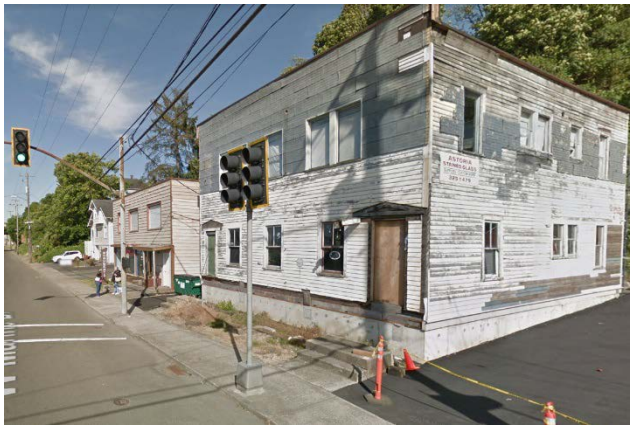
Date: 4/26/2019

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

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

APG JACOBS

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. The area is the western gateway to the City of Astoria and functions as an important transition into the more intensely developed areas in the core of the city. Many of the existing commercial uses are automobile-oriented (fuel station, quick lube, drive-through coffee kiosk). There are a few residential properties on the south side of West Marine Drive. Several sites include vacant buildings and several sites are underutilized and may be candidates for redevelopment. Many buildings are set back from the street and many of the sites in this area include substantial paved areas with little to no landscaping. The right-of-way of West Marine Drive in this subarea is relatively wide 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 street frontage. 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 they contribute to the walkable character of the area. New developments or redevelopments 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. When considered as a corridor, 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 segment of West Marine Drive in the 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. Building renovations will respect this historic character of the district. 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

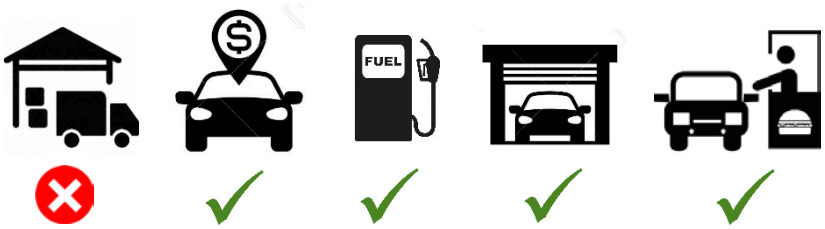
This section of the memo identifies the preferred land use alternative. Each subsection below addresses one of the five topics related to land use and urban design. Within each subsection, some background on that topic is provided and then the "preferred code concept" is identified. The preferred code concept describes the general approach to the development code regulation that pertain to each topic.

Use Regulations

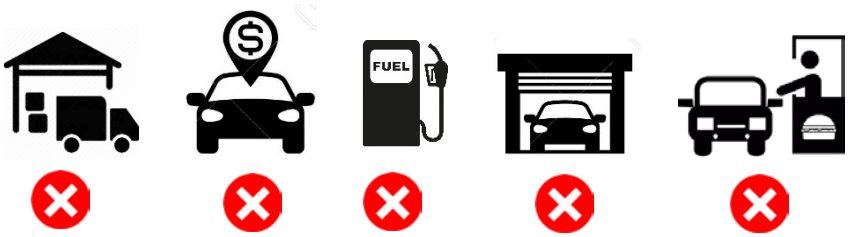
Background. A review of the existing use regulations of the base zone along the corridor—C3 General Commercial—found that some commercial and industrial uses are permitted in the zone which may detract from the goal of creating a walkable, pedestrian-friendly, commercial district. These uses include auto-oriented commercial businesses (such as gas stations and car washes), drive-through businesses, and some industrial uses such as warehouses. The auto-oriented commercial uses are generally not pedestrian friendly because they result in high volumes of vehicle traffic, may require multiple driveways, and do not provide a destination or amenity for people on foot. Some industrial uses are generally not pedestrian-friendly because people do not typically visit them on foot, and they are difficult to design in a manner that creates an interesting and comfortable pedestrian experience. For example, warehouses often have few windows, long blank walls, and high volumes of truck traffic.

Preferred Code Concept. The existing uses and anticipated demand for future uses varies by subarea in the UOZ. The Gateway subarea includes 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 Core subarea includes very few of these uses and is expected to have greater demand for other commercial uses given the proximity to downtown and tourist-oriented development along the riverfront. Thus, the preferred code concept is to tailor the use regulations to the two subareas, as follows.

- Gateway Subarea: Prohibit industrial uses (except for light manufacturing with a retail component), continue to allow auto-oriented commercial uses.



- Core Subarea: Prohibit industrial uses (except for light manufacturing with a retail component), automotive sales, gasoline service stations, automotive service and repair, drive-through facilities.

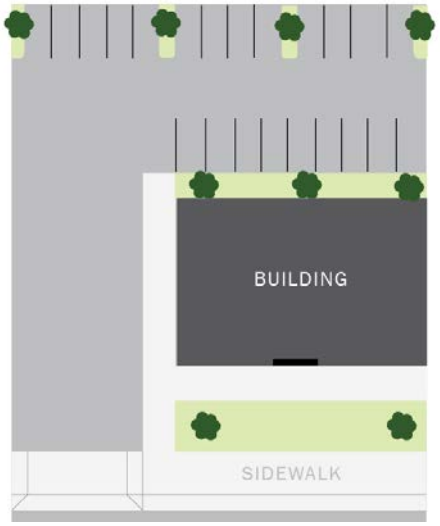

FUEL

Setbacks and Landscaping

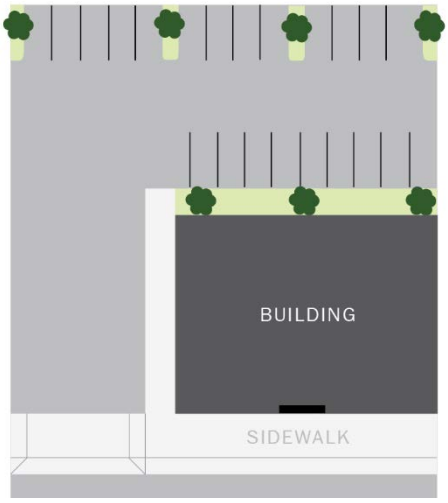
Background. The C-3 zone currently does not establish minimum or maximum setbacks. The zone does require a minimum of 10% of the lot to be landscaped. The community has expressed a desire for improved landscaping along the corridor, both within the public right-of-way through new plantings of street trees and other vegetation, and on private properties that front the corridor. As with the allowed uses, there is a recognition that building setbacks and landscaping may vary across the two subareas in the corridor. In the Gateway subarea, most buildings are set back from the street and have parking, vehicle circulation, or landscaping in between the building and the street. In the Core subarea, most buildings 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. The preferred code concept is to tailor the setback and landscaping requirements to the subareas, while instituting new standards that will help to create more pedestrian-friendly and attractive urban design.

- 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% 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: The C-3 zone currently allows for a maximum height of 45 feet with no requirements for stepbacks or other special massing standards. A 45-foot height limit allows for 3-4 story buildings. Compared to the areas with the BVO, north of West Marine Drive to the riverfront, buildings within the proposed UOZ will have relatively fewer impacts on views of the river from the hillsides above the corridor to the south. The properties in the Core Subarea are tucked against a steep embankment and partially underneath the ramp of the Astoria-Megler Bridge. The properties in the Gateway subarea do not abut a steep embankment, but the impact of taller buildings in this area may be less significant as properties to the east because there are less direct views of the river due to the presence of the Port of Astoria.

At the same time, allowing for slightly taller buildings improves the likelihood of new development and redevelopment in the corridor, for the following reasons:

- For a development project to be feasible, the rentable space must generate enough revenue to cover a developer's costs, including land acquisition. Higher development intensities allow for more rentable space, generating higher revenues. Where land costs are high, intensities must allow for the development of enough rentable space to cover these higher costs.

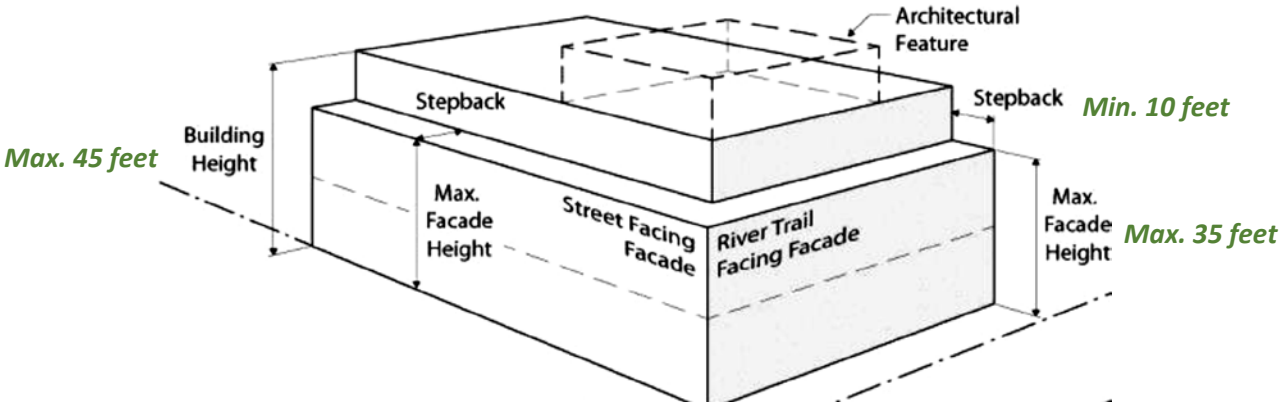
- A height limit of 28 feet will limit buildings to two-stories. Two-story construction is unlikely to yield vertically-integrated mixed-use development, as two-story mixed-use development is uncommon in the marketplace and therefore could be difficult to finance. Two-story single-use buildings such as offices or apartments may be feasible but are also less common than three- or four-story buildings.

- Three-story vertically-integrated mixed-use construction is possible but is challenged at a 35-foot height limit. 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.

Additionally, new development or redevelopment can fill in vacant or underutilized parcels along the corridor, establish new uses that generate activity and interest, and contribute to urban design goals for the area. An increased height limit would allow for more intensive land uses—whether as residential units or commercial office space—which supports economic development in the corridor by supplying more residents and employees.

Preferred Code Concept: Given these considerations, the preferred code concept is to allow for a maximum height of 45 feet throughout the UOZ 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 step back 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 a change of use. The community has identified that on-street parking is highly utilized and can be challenging to find during peak hours, thus, it is important that new developments continue to be required to provide off-street parking. At the same time, providing off-street parking can be challenging on some sites and may even become a significant barrier to a new use occupying a building, constructing an expansion, or a development on a small site.

Preferred Code Concept: The preferred code concept is to continue to require off-street parking for most new development, but to provide reductions and exemptions to the standards to address situations where it may be difficult or infeasible to provide off-street parking. The following reductions and exemptions would apply throughout the UOZ:

- Minimum parking space requirements may be reduced by 50% 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% or less.

Design Standards and Guidelines

Background. The C-3 zone does not currently require any type of design review process and does not establish any specific design standards or guidelines for new buildings. A central goal of the Uniontown Reborn plan is to identify strategies to preserve the historic character of this commercial district. Most of the properties included in the proposed UOZ 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.[9]

In response to this concentration of historic buildings and the desire to preserve the character of the area, the City established design standards and guidelines, and a design review process, as part of the Bridge

[9] 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

Vista Overlay Zone. These design standards and guidelines are intended to prohibit architectural elements and styles that would be inconsistent with the predominant architectural conventions of the historic buildings in the area. The standards and guidelines are also intended to encourage buildings that preserve and expand the architectural patterns of the historic buildings in the area. Compliance with the standards and guidelines is administered through a design review process.

Preferred Code Concept. The community has 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 this historic character within this part of the study area. The historic patterns of buildings outside the BVO and within the UOZ are very similar to the patterns within the BVO; therefore, it is appropriate to apply a very similar set of design standards and guidelines. This will ensure that a consistent set of 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 UOZ to all new construction and major renovations (defined as construction valued at more than 25% of the assessed value of existing structure). The standards and guidelines would be modeled on the standards and guidelines of the BVO but may be modified to address features or conditions that are unique to the UOZ 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

Evaluation of Preferred Alternative

The preferred alternative is evaluated against the project evaluation criteria in Table 1. This evaluation is intended to demonstrate that the preferred alternative addresses the project evaluation criteria and facilitate discussion of potential refinements to the preferred alternative to better address the criteria.

Table 6. Evaluation of the Preferred Alternative

Criteria	Evaluation
Improves existing landscaping standards to reflect community vision for the neighborhood	Properties in the Gateway subarea will be subject to enhanced landscape planting requirements. These requirements will require a greater proportion of landscaped areas to include live ground cover, establish minimum planting densities of trees and shrubs, and regulate the location of required landscaping to ensure it is highly visible from the public right-of-way.

Supports sustainable landscaping design and implementation (i.e. preserving/increasing tree canopy, improving storm water management)	The enhanced landscaping standards in the Gateway subarea will encourage tree preservation, use of native species, and minimum use of impervious surface areas. The preferred alternative includes continued implementation of the City's parking lot landscaping standards, which are intended to create tree canopy and improve storm water management.
Encourages development types that promote a cohesive neighborhood fabric	The proposed changes to use regulations would prohibit auto-oriented and industrial uses in locations where they would be inconsistent with the current land uses and future land use vision. The design standards and guidelines will help to create a more cohesive architectural identity for the area that is consistent with the character of historic buildings.
Leverages the asset of the river, views of, and connection to the river to future development	The alternative assumes that the requirements of the BVO that are intended to preserve views of the river and connections to the river will be preserved. These standards include setbacks, height step backs, and pedestrian walkway requirements. The UOZ will require a height step back above 35 feet to preserve views of the river.
Reduces burden of parking minimums for new development	The preferred alternative includes a set of reductions and exemptions from minimum parking requirements targeted to those developments where the burden of meeting the requirements is greatest. This includes smaller sites, building additions, and existing uses that occupy the entire site.
Leverages current and potential off-street parking in Uniontown	The reductions and exemptions for off-street parking requirements recognizes there is an opportunity to leverage current and potential public/shared off-street parking lots in the area, rather than require every individual lot to provide off-street parking regardless of the capacity of the site.
Preserves historic character of Uniontown	The proposed design standards and guidelines will directly address this criterion. The standards and guidelines will be consistent with those required in the BVO to ensure a cohesive character for the entire Uniontown area. The proposed maximum front setback standard will help preserve the historic pattern of storefront commercial buildings that directly front the sidewalk in the Core subarea.

	The use regulations will prohibit industrial and auto-oriented uses that can be inconsistent with the historic character of the area.
Emphasizes Astoria's historic character by connecting people to tourism-related and retail businesses	The proposed use regulations would prohibit industrial and auto-oriented commercial uses in some locations that would not contribute to the goal of creating a walkable commercial district with a concentration of destinations that people access on foot.
Addresses the changing economic landscape by supporting new investment/employment opportunities	The proposed UOZ does not extend into the industrial areas north of West Marine Drive in order to preserve flexibility for a wider range of industrial uses and building design types in this area. There is a recognition that the primary goal for these industrial areas is to support new investment and employment. The proposed use regulations within the commercial zone in the UOZ will allow light manufacturing uses if they include a retail component. This will allow for "artisanal manufacturing" opportunities, including breweries, distilleries, art studios, and other "maker spaces" to be permitted outright in the district if the spaces include a retail function.
Emphasizes Uniontown's capability for light manufacturing and other resilient industry sectors	The proposed use regulations within the commercial zone in the UOZ will allow light manufacturing uses if they include a retail component. This will allow for "artisanal manufacturing" opportunities, including breweries, distilleries, art studios, and other "maker spaces" to be permitted outright in the district if the spaces include a retail function.
Allows or promotes feasible development types	The proposed use regulations allow for auto-oriented commercial uses in the Gateway subarea. This allowance recognizes that these types of uses are and will continue to be feasible in this location due to the location on a high-visibility highway corridor. The proposed maximum height standard may improve the economic feasibility of new development by allowing for slightly taller buildings and thus more leasable space.
Development reflects market conditions/constraints	The proposed use regulations allow for auto-oriented commercial uses in the Gateway subarea. This allowance recognizes that these types of uses are and will continue to be feasible in this location due to the location on a high-visibility highway corridor. The proposed maximum height standard may improve the economic feasibility of new development by allowing for slightly taller buildings and thus more leasable space.

Incentivizes opportunities for increases affordable housing or overall supply of housing that are appropriate for prevailing wages	The proposed use regulations will continue to allow for multi-family housing and mixed-use development. This type of development can help to increase the overall supply of housing in the city. The proposed maximum height standard would allow for higher density housing development and the creation of additional housing units compared to the current maximum height standard, helping to increase the overall supply of housing in the city.
New and proposed housing development are compatible with adjacent neighborhoods and with current neighborhood uses	The proposed design standards and guidelines would apply to residential development. These standards and guidelines would help ensure that new developments are consistent with the historic patterns and character of existing buildings and the wider neighborhood.
Promotes the envisioned neighborhood character (i.e. setbacks, building heights, landscaping) and allows for feasible development	The preferred alternative includes a tailored approach to use regulations, setbacks, and landscaping standards in the two subareas to promote the envisioned neighborhood character as it varies within the UOZ. Further, the tailored standards for the Gateway subarea provide additional flexibility in order to balance urban design goals with development feasibility considerations.
Allows for repurposing of existing buildings to fill market gap	The preferred alternative will continue to allow a change of use or rehabilitation of an existing building. The proposed off-street parking provisions would provide a reduction or exemption from off-street parking requirements for some existing buildings and building additions in order to support the repurposing of existing buildings.
Commercial development includes affordable housing	The proposed use regulations will continue to allow for mixed-use development that includes commercial and residential uses, but do not require mixed-use development or affordable housing be included with commercial developments.

Transportation Alternative Analysis

Preferred Transportation Alternatives

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. This roadway reconfiguration was 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 which is expected to open by 2023.

The cross-section would also include westbound and eastbound bike lanes and segments of on-street parking. The reconfiguration of the West Marine Drive corridor will 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.

Due 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 the appendix (see Appendix Cross Sections A through F).

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.

Pedestrian Facilities

Sidewalks are currently provided along most of West Marine Drive although they tend to be narrow, blocked by street light/utility poles and driveway accesses, and fail to comply with ADA standards at intersections. Some intersections also lack roadway lighting which can facilitate a safer crossing for pedestrians and all intersections lack medians to provide protected crossing opportunities.

As part of the preferred alternative, it is recommended sidewalks be improved to a minimum 6 feet wide and a minimum 4-foot wide planting strip buffer be added between the existing roadway and the sidewalk. These improvements would require roadway widening beyond the existing curb location.[10] Wider sidewalks and planting strips with trees would benefit the pedestrian oriented district between Basin Street and Columbia Avenue/Bond Street. This reconstruction should enhance accessibility for pedestrians along the corridor by upgrading pedestrian ramps for ADA compliance.

Additional features to consider include installing street lighting at Hamburg Avenue (an unsignalized intersection) and a center median refuge at Bay Street, in lieu of a TWLT lane median (Appendix Cross Section B), to provide additional protection at the existing marked pedestrian crossing.

Bicycle Facilities

Current bike facilities along West Marine Drive lack connectivity. Designated 6-foot bike lanes are provided in the westbound direction only for most of the corridor.

The preferred alternative would improve bicycle facilities along West Marine Drive by increasing the bike lane width to 6 feet where possible within the existing curb-to-curb width. A short section between Portway Street and the US 101 Bridge will only accommodate a 5-foot wide westbound bike lane due to the existing 27 feet available between the bridge columns in the median and the sidewalk underpass (Appendix Cross Section B).

The preferred alternative would also add a new eastbound bike lane between the Smith Point Roundabout and Columbia Avenue/Bond Street. It is recommended the bike lanes in both directions be constructed or upgraded to be 6-feet wide, where possible, consistent with the Highway Design Manual for urban areas[10]. Green paint treatment is also recommended for the westbound bike lane approaching the US 101 bridge to highlight the potential conflict area for right turning vehicles (Appendix Cross Section B).

Transit Facilities

The Long-Range Comprehensive Transportation Plan for the Sunset Empire Transportation District (SETD) identified the future vision for transit service in the study area. The concept for the West Marine Drive corridor would be service with two bus lines: Route 101 (Astoria-Seaside) and Route 10W.

Route 101 (Astoria-Seaside) – regional, highly productive route connecting the Astoria Transit Center (at 9th Street/Marine Drive) to Warrenton, Gearhart, Seaside and Cannon Beach on US 101. The long-term operating plan is to provide weekday service with 60-minute frequency (30-minute during peak) and weekend service with 60 to 120-minute frequency.

[10] Oregon Department of Transportation. *Highway Design Manual,* Table 6-3: ODOT 4R/New Urban Standards – UBAs. 2012.

Route 10W – local circulating loop route serving western Astoria with connections to West Marine Drive in Uniontown, Astoria Transit Center, Clatsop Community College, western Astoria neighborhoods and Astoria High School. The long-term operating plan is to provide weekday and weekend service with 60-minute frequency.

The preferred alternative does not designate specific transit enhancements to support the long-range operations plan. Future improvements will be identified in coordination with the City of Astoria and the SETD at a later project design phase. The need for transit enhancements would be based on several considerations. Transit amenities, such as bus shelters, are based on the daily ridership at each stop. SETD has established bus stop guidelines[11] for basic, major and enhanced bus stop designs. These would be applied to bus stops within the study area to determine future enhancements.

Designated bus pull-outs could be added on West Marine Drive at stop locations with available right-of-way for widening or low priority on-street parking that could be removed. Bus pull-outs reduce potential impacts to vehicle operations but can make it difficult for buses to merge back into the traffic flow. Without bus pull-outs, the preferred alternative would provide two westbound lanes allowing buses to stop in the outside lane and traffic to continue to flow in the inside lane. One eastbound lane would be provided, requiring buses to stop in the lane and block vehicles. The planned future transit service frequency on West Marine Drive would include three buses an hour in each direction.

While transit enhancements are not specifically identified as part of the preferred alternative, enhanced pedestrian and bicycle facilities along West Marine Drive are expected to support future transit users on this corridor. Additional protections for pedestrians, including median refuges, sidewalk buffers, lighting, and ADA compliant ramps enhances safety and access to transit for all roadway users. New developments and proposed land use changes along the study corridor could also support transit and enhance the multimodal character of the corridor.

Driving Facilities

The preferred alternative would reduce the overall capacity of West Marine Drive by removing one eastbound lane between the Smith Point Roundabout and 8th Street; no changes are recommended for westbound traffic (see Appendix Cross Sections). Travel lanes widths from 11 to 12 feet were used for through traffic to maintain the existing curb to curb width with all cross-section elements although this will require a design exception as part of West Marine Drive is a designated freight route.[10]

The existing westbound right turn lane at the US 101 bridge would be maintained to facilitate traffic crossing the bridge (Cross Section C). The preferred alternative would add a center TWLT lane approximately 14-feet wide[10] for most of the corridor which can enhance safety and minimize the delay to through traffic from left turning vehicles (Cross Sections A, C, D, and F). The center TWLT lane will be removed for a portion of West Marine Drive between Portway Street and the US 101 Bridge to accommodate bridge columns in the median and to provide a pedestrian median refuge at Bay Street (Cross Section B). The TWLT lane will also be partially eliminated between Basin Street and Columbia Avenue/Bond Street to maintain access to the existing on-street parking (Cross Sections E and F).

The preferred alternative aimed at retaining on-street parking where possible. Parking would be maintained in all locations except for approximately five active parking spaces on the south side of West Marine Drive between Hamburg Avenue and Portway Street. Several parking spaces could also be impacted between Basin Street and Columbia Avenue/Bond Street to accommodate the necessary lane

[11] Long-Range Comprehensive Transportation Plan, Sunset Empire Transportation District, Figure 9-6, September 2016.

tapers to provide a raised median at the Bay Street pedestrian crossing (Cross Section B). Approximately 15-20 inactive parking spaces could be impacted as part of the preferred alternative. However, the current spaces are poorly marked, adjacent to off-street parking, and are observed to have low demand, so removing these spaces to accommodate bike facilities and a center turn lane is recommended. Specific details of these removals will be determined during the design process.

Preferred Alternative Travel Conditions

Pedestrian Level of Service

To assess the pedestrian and bicycle network conditions within the study area, a high-level qualitative evaluation was conducted based on the ODOT Multimodal Analysis Methodology[12]. For the pedestrian network evaluation, consideration was given to the presence of a sidewalk or path, a buffer zone (i.e., bike lane, shoulder, landscape strip, or on-street parking) and street lighting, and the number of travel lanes and travel speeds along the adjacent roadway. In the study area, an "Excellent" rating requires sidewalks on both sides of the roadway, along with a landscape buffer. A "Good" rating requires a sidewalk on at least one side of the roadway, along with a landscape buffer. A "Fair" rating is given to a roadway with a sidewalk on at least one side, but without a landscape buffer. A "Poor" rating denotes gaps within the sidewalks along that corridor. Additional consideration to traffic volumes and speeds were used to adjust these ratings. Areas without lower traffic speeds, wider sidewalks, or buffer treatments that reduce the perception of the traffic volume were decreased by one rating level.

Future baseline pedestrian level of service (LOS) was evaluated based on the existing sidewalks and roadway configuration of West Marine Drive to provide a baseline for improvement with the preferred alternative. Currently, West Marine Drive offers a high stress environment creating an uncomfortable walking environment for most users, limiting pedestrian activity in this area. The high stress environment is largely driven by narrow sidewalks with no buffer next to a major arterial and the lack of ADA compliant ramps at all study intersections. Frequent sidewalk obstructions, including utility poles and signage further degrade the walking environment for pedestrians. In more pedestrian-oriented areas of West Marine Drive, including the local commercial district near Bay Street, wider sidewalks can create a marginally better pedestrian environment.

The future build pedestrian LOS was evaluated based on the recommended pedestrian enhancements along West Marine Drive with full implementation of the preferred alternative. Right of way or grade restrictions could reduce the available sidewalk buffer in select locations which would reduce the pedestrian LOS by one or more grades.

The future Build LTS analysis assumed that, at minimum, a newly constructed, 6-foot sidewalk with a 4-foot landscape planting strip would be provided between the Smith Point Roundabout and Columbia Avenue/Bond Street. All current sidewalk obstructions, such as utility poles and signs would be placed in the landscape strip, allowing for pedestrians to use the full sidewalk width. In the pedestrian oriented district, sidewalk widths would be increased to a minimum 8-foot with a 6-foot landscape strip. The landscape strip should include trees within the pedestrian oriented district to enhance pedestrian comfort, and trees could also be considered in the landscape strip approaching the Smith Point Roundabout, an existing park-like area.

[12] Analysis Procedures Manual Version 2, Oregon Department of Transportation, March 2016.

The reconstruction of West Marine Drive could also enhance accessibility for pedestrians along the corridor by upgrading pedestrian ramps for ADA compliance. Street lighting could be installed at Hamburg Avenue. A raised center median refuge is recommended at Bay Street, in lieu of a TWLT lane median. Other enhanced crossing features, such as a hybrid beacon, in-street signage, and curb extensions should be considered during project design. The future build Pedestrian LOS analysis, based on these assumptions, along with a comparison to the baseline pedestrian LOS are summarized below in Table 1.

The identified improvements increase the pedestrian LOS for individuals walking along West Marine Drive to *excellent* or *good* along the entire corridor which creates a comfortable environment for most pedestrians. However, crossing West Marine Drive would still be challenging as a pedestrian, particularly at unsignalized intersections. The potential crosswalk enhancements at Bay Street and other signalized intersections would provide comfortable locations for pedestrians to cross West Marine Drive. Additional crosswalk enhancements could be considered at locations with high pedestrian demand to further improve pedestrian comfort.

TABLE 1: PEDESTRIAN LEVEL OF SERVICE

Segment	Future Baseline	Future Build
West Marine Drive (Smith Point Roundabout to Basin Street)	Poor	Good
West Marine Drive (Basin Street to Columbia Avenue/Bond Street)	Fair	Excellent

Bicycle Level of Traffic Stress

Bicycle level of traffic stress (LTS) was evaluated for future baseline and build conditions to estimate the potential of West Marine Drive to develop into a multimodal corridor. Bicycle improvements, identified in the Tier 1 alternative screening process, were included as part of the level of traffic stress evaluation to identify the potential improvement in level of traffic stress if all aspects of the alternative are considered.

The existing bicycle facilities were also used to evaluate the future baseline bicycle LTS for West Marine Drive. As a relatively high-speed and high-volume facility, West Marine Drive is a stressful environment for most bicyclists. Existing bicycle segment LTS ranges is 4 for eastbound West Marine Drive and from 1 to 4 for westbound West Marine Drive. This difference largely arises from the presence or absence of designated bike lanes along West Marine Drive. High traffic stress levels along this corridor can deter all but the most determined cyclists. Future no build bicycle LTS is seen below in Figure 1A.

Providing a 6-foot, on-street bike lane for both eastbound and westbound West Marine Drive would reduce the bicycle LTS to 2 or 2for most of the corridor which is suitable for most adult cyclists. Select segments still have a LTS 3 rating which requires a little more caution from cyclists but is still manageable. Future build bicycle LTS can also be seen below in Figure 1B.

Figure 1:
2035 Bicycle LTS

Intersection LTS

- 1
- 2

Segment LTS

- 1
- 2
- 3
- 4

N

Motor Vehicle Safety

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. The Highway Safety Manual (HSM) Part D provides estimates of the crash reduction potential of safety countermeasures for changes in the roadway configuration for intersections and segments. The HSM reports a range of CRF values for a given treatment that represents the findings of various research efforts. To ensure consistency in the evaluation of safety benefits, ODOT maintains a list of approved CRF values for a wide range of safety treatments. The ODOT approved values are summarized below in Table 2. These numbers provide only a planning-level estimate of the potential reduction in crashes associated with the proposed road reconfiguration; the specific reduction depends on intersection-, segment-, or driver-specific characteristics which are not captured in aggregate safety factors.

TABLE 2: POTENTIAL CRASH REDUCTION FOR PREFERRED ALTERNATIVE[13]

Treatment	Source	Crash Reduction Factor
H11: Left Turn Lane on Single Major Road Approach: Urban, Signalized Intersection (3-leg)	ODOT CRF	7%
H48: Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane (Road Diet)	ODOT CRF	29%
Provide a Left-Turn Lane on One Major Road Approach: Urban, Unsignalized Intersection (4-leg)	HSM	27%

Reducing the number of lanes on a roadway provides an expected reduction in crash of nearly 30%. 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 CRF 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%, depending on site specific crash patterns and lane configuration.

[13] American Association of State Highway and Transportation Officials. *Highway Safety Manual Part D.* 2010.

Driving Conditions

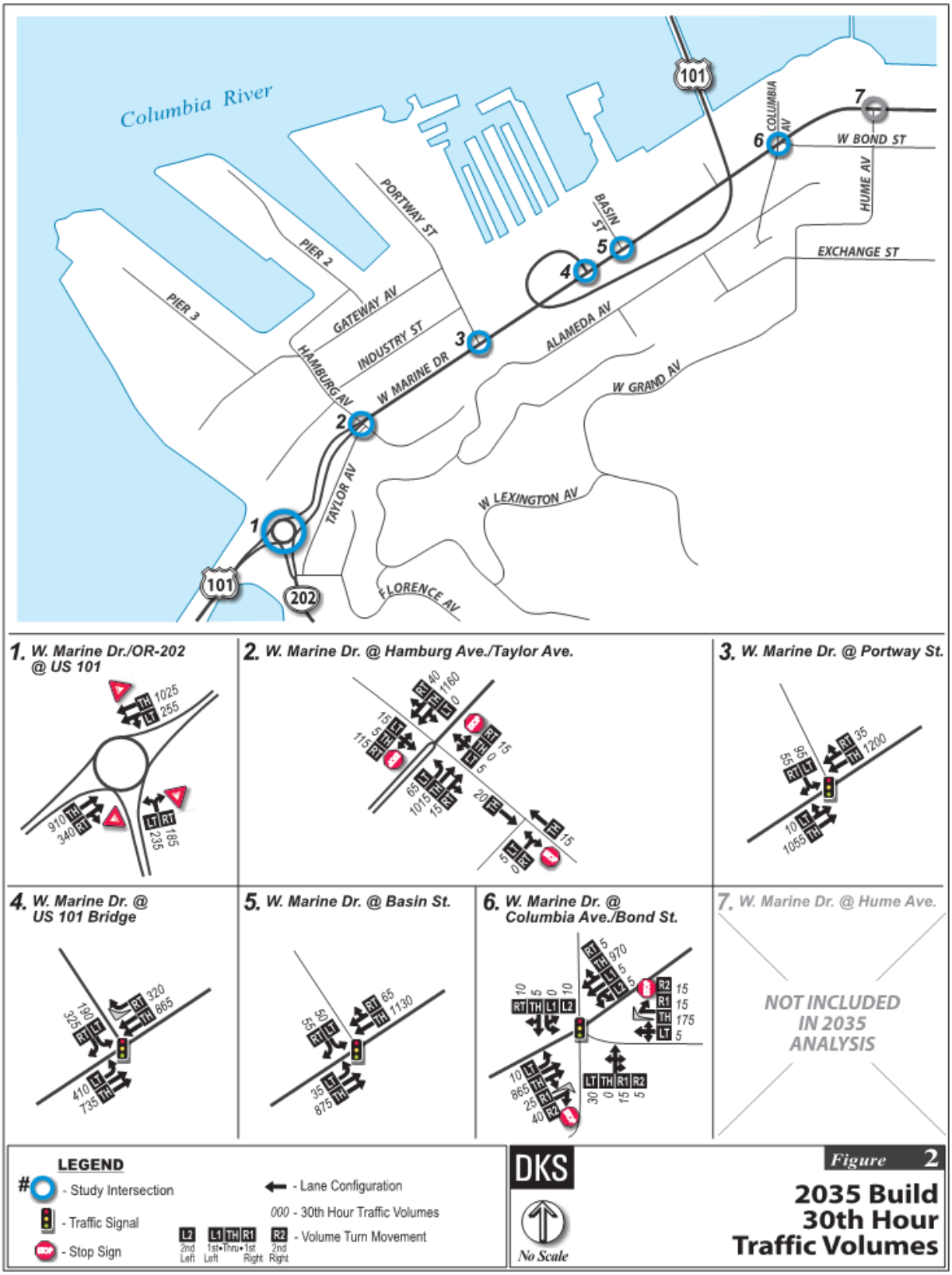
Study intersections are compared to mobility targets and standards intended to maintain a minimum level of efficiency for motor vehicle travel. Two methods to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS). All of the study intersections are under state jurisdiction and must comply with the v/c ratios in the Oregon Highway Plan (OHP). Study intersections that do not meet the planning level mobility targets shown will require mitigation strategies that are also identified below.

Future Build Motor Vehicle Volumes

Future year 2035 30th highest hour (30HV) build traffic volumes were developed at the study intersections based on the future baseline traffic volumes[14] and estimated diversion from the corridor obtained from the Astoria-Warrenton regional travel demand models. The 2035 Regional Financially Constrained model was modified to estimate potential diversion resulting from the preferred alternative lane reconfiguration. This model includes the preferred alternative reconfiguration (a four-lane West Marine Drive between Hamburg Avenue and Columbia Avenue/Bond Street and a three lane West Marine Drive between Columbia Avenue/Bond Street and 8th Street) and assumes Bond Street is opened to two-way traffic.

Bond Street is the only parallel route available for diverted traffic patterns east of the study area. Approximately 100 westbound and 70 eastbound vehicles are expected to divert to Bond Street during 30th highest hour conditions. An additional 50 westbound and 80 eastbound vehicles were forecasted to reroute to other local routes in conjunction with OR-202 by 2035. The 2035 future build volumes can be seen below in Figure 2. The 2035 through traffic volumes are lower on West Marine Drive compared to the existing traffic volumes and the future baseline volumes as the diverted traffic volume exceeds total growth along the corridor.

[14] Memorandum 3: Baseline Transportation Conditions, Astoria Uniontown Reborn Master Plan, DKS Associates, November 7, 2018.


Columbia River
101
COLUMBIA AV
W BOND ST
HUME AV
EXCHANGE ST
PORTWAY ST
BASIN ST
PIER 2
PIER 3
GATEWAY AV
INDUSTRY ST
HAMBURG AV
W MARINE DR
ALAMEDA AV
W GRAND AV
TAYLOR AV
W LEXINGTON AV
FLORENCE AV
202
1. W. Marine Dr./OR-202 @ US 101
2. W. Marine Dr. @ Hamburg Ave./Taylor Ave.
3. W. Marine Dr. @ Portway St.
4. W. Marine Dr. @ US 101 Bridge
5. W. Marine Dr. @ Basin St.
6. W. Marine Dr. @ Columbia Ave./Bond St.
7. W. Marine Dr. @ Hume Ave.
NOT INCLUDED IN 2035 ANALYSIS
LEGEND
- Study Intersection
- Traffic Signal
- Stop Sign
- Lane Configuration
000 - 30th Hour Traffic Volumes
- Volume Turn Movement
2nd Left
1st Left
Thru
1st Right
2nd Right
DKS
No Scale
Figure 2
2035 Build 30th Hour Traffic Volumes

2035 Preferred Alternative Build Motor Vehicle Conditions

The 2035 traffic operations were analyzed for the West Marine Drive corridor under the preferred alternative. This analysis included the preferred alternative for the Astoria Uniontown study area which assumed that West Marine Drive was reconfigured to a four-lane cross-section between the Smith Point Roundabout and Columbia Avenue/Bond Street. The build analysis also included the proposed roadway reconfiguration between Columbia Avenue/Bond Street and 8th Street which is assumed to be constructed by 2035. The proposed cross-section was analyzed using the 2035 build traffic volumes which included potential diversion along the corridor from the lane reductions.

2035 Preferred Alternative Intersection Operations

Future 2035 intersection operations for the study intersections are summarized in Table 3. Most study intersections are expected meet their mobility target by 2035, even with the proposed reconfiguration. The intersection or movement v/c ratios again increase by approximately 0.3 at most locations compared to baseline intersection operations. The mobility targets are still marginally exceeded at the intersection of West Marine Drive/Columbia Avenue/Bond Street which could be mitigated through a longer cycle or turn restrictions at this location. The southbound movement at the intersection of West Marine Drive and Hamburg Avenue continues to operate over capacity in 2035 under the preferred alternative with a v/c ratio of 1.55 which is largely driven by left turning vehicles. The southbound left turn lane could be restricted at this location since left turning vehicles have the option to turn left at Portway Street. This turn restriction was previously identified as a possible solution in the Astoria TSP. Restricting the left turn movement would reduce the v/c ratio below the mobility target and could be considered as a solution at this intersection in the future although it is expected that drivers would naturally select different routes as delay at this location increased.

TABLE 3: 2035 PREFERRED ALTERNATIVE STUDY INTERSECTION TRAFFIC OPERATIONAL ANALYSIS

	Location	Mobility Target	Preferred Alternative 2035 Conditions		
			Volume/ Capacity*	Delay (seconds)*	Level of Service *
1	West Marine Dr/OR 202/US 101 Business (Smith Point Roundabout)	0.90 v/c	0.79	5.3	A
2	West Marine Dr/Hamburg Ave	Highway movements - 0.90 v/c, Non-highway movements - 0.95 v/c	0.64/**1.55**	12.6/ >100	B/F
3	West Marine Dr/Portway St	0.90 v/c	0.8	10.5	B
4	West Marine Dr/US 101 Bridge	0.85 v/c	0.78	30.1	C
5	West Marine Dr/Basin St	0.85 v/c	0.68	5.3	A
6	West Marine Dr/Columbia Ave	0.85 v/c	**0.89**	39.5	D

Note: * At signalized locations the V/C ratio, LOS and delay reported as intersection average, and at un-signalized locations, the V/C ratio, LOS and delay reported as worst major/ minor movement.

2035 Preferred Alternative Intersection Queuing

In addition to the intersection operations, vehicle queuing was assessed at study area intersections for 30th highest hour conditions. Queuing analysis was conducted using SimTraffic and Sidra (Smith Point roundabout), which estimates the 95th percentile vehicle queue lengths, or the queue length that would not be exceeded in 95 percent of the queues formed during the peak hour. Queuing patterns are generally consistent between the preferred alternative and baseline transportation conditions with additional queueing observed under the preferred alternative.

The lane reductions along West Marine Drive in tandem with expected growth in vehicle volumes are expected to exacerbate queueing issues in 2035 compared to the baseline scenario. The 2035 baseline and preferred alternative conditions showed queueing could exceed available storage space at the West Marine Drive/US 101 Bridge intersection, a major junction connecting Oregon and Washington. Southbound left and right turn lane queues generally had sufficient storage space from the two-lane bridge approach, however, the westbound through queue spilled through the adjacent Basin Street intersection. Queuing issues at the West Marine Drive/US 101 Bridge are only one part of larger queueing issues along the corridor under the preferred alternative; additional queueing was observed under the preferred alternative near the Columbia Avenue/Bond Street intersection. By 2035, eastbound queues

extend back from the Columbia Avenue/Bond Street intersection to the Smith Point Roundabout. East of the Columbia Avenue/Bond Street intersection, eastbound traffic flows freely towards downtown which would help clear the queues of traffic beyond the Columbia Avenue/Bond Street intersection. Similarly, westbound vehicle queues extend approximately from Columbia Avenue/Bond Street to 3rd Street. While queues do become longer for eastbound traffic, this increase is largely driven through reduced storage space for eastbound vehicles at signalized intersections between Columbia Avenue/Bond Street and the Smith Point Roundabout. While this would decrease the effective storage length, long green times for eastbound through vehicles and a lack of downstream traffic signals before downtown keep eastbound vehicle queues moving, reducing the perception of queue length for drivers.

However, queues along other portions of the study corridor generally remained short despite the proposed reconfiguration. Most eastbound left turns, westbound left turns, or minor street approaches had queues shorter than 250 feet, and many of these movements had queues less than 100 feet, consistent with the baseline conditions.

2035 Preferred Alternative Travel Times

Travel times provide another metric to compare the performance of two alternatives under congested conditions. Under the preferred alternative, travel times are expected to increase approximately three minutes for eastbound traffic between Hamburg Avenue and Columbia Avenue/Bond Street; conversely, westbound travel times are only expected to increase by less than 30 seconds. Most of the delay for both westbound and eastbound traffic arises from the Columbia Avenue/Bond Street intersection, a location that is expected to slightly exceed its mobility target by 2035. Movements that are approaching their capacity at this location contribute to greater delay and queueing along the corridor, particularly when additional vehicle storage space for eastbound traffic is removed.

While travel times do noticeably increase for eastbound traffic through the Astoria Uniontown area, this analysis is based on PM peak summer volumes in Astoria which do not represent average conditions along West Marine Drive. Consequently, the expected increase in travel times is expected to be more modest than three minutes and is not expected to be noticeable for local residents who rely on West Marine Drive.

Evaluation of Preferred Alternative

The preferred alternative is evaluated against the project transportation evaluation criteria in Table 2. This evaluation is intended to demonstrate that the preferred alternative addresses the project evaluation criteria and facilitate discussion of potential refinements to the preferred alternative to better address the criteria.

Table 2. Evaluation of the Preferred Alternative

Criteria	Evaluation
Issue #1: Unsafe Pedestrian Crossings on Marine Drive	
Addresses known pedestrian crossing issues on Marine Drive	The preferred alternative does not identify specific pedestrian crossing treatments but does provide opportunities to add them in the center median area.
Improves safety at crossings for pedestrians through proven treatment methods	The preferred alternative provides an opportunity to include a raised refuge in the center median at the existing Bay Street crossing and other priority locations.
Issue #2: Port of Astoria Traffic Concerns	
Alternative measures to increase capacity and turning movements for road users, especially Port activity	The preferred alternative would reconfigure one eastbound travel lane to a two-way left-turn lane. This would reduce eastbound capacity and increase left turning capacity at intersections and driveways.
Preserves existing transportation system to the Port Astoria	No facilities would be closed with the preferred alternative.
Supports and improves safety for all users around the Port of Astoria	The preferred alternative includes a two-way left-turn lane to improve safety and remove left turning vehicles from the through travel lanes.
Issue #3: ODOT Performance Targets	
Meets ODOT intersection performance targets during future 2035 peak periods	Most study intersections are expected meet their mobility target by 2035, even with the proposed reconfiguration. The mobility targets are marginally exceeded at the West Marine Drive/Columbia Avenue/Bond Street intersection.
Issue #4: Parking on Marine Drive	
Preserves parking with roadway configuration	The preferred alternative aimed at retaining on-street parking where possible. Parking would be maintained in all locations except for approximately five parking spaces on the south side of West Marine Drive between Hamburg Avenue and Portway Street. Several parking spaces could

	also be impacted between Basin Street and Columbia Avenue/Bond Street to accommodate the necessary lane tapers to provide a raised median at the Bay Street pedestrian crossing (Cross Section F).
Mitigates impacts to existing on-street parking	No mitigations to existing on-street parking have been identified.
Issue #5: Limited Access to Commercial and Recreational Districts	
Improve pedestrian access	The preferred alternative retains the existing curb-to-curb width of the corridor. Wider sidewalks and planting strips with trees could be added to benefit the pedestrian oriented district between Basin Street and Columbia Avenue/Bond Street.
Improve bicycle access	The preferred alternative maintains the existing westbound bike lane and adds a continuous eastbound bike lane.
Improves access to and identification of commercial or recreational areas through signage, crossings, and wayfinding programs	The preferred alternative does not identify specific treatments but does provide opportunities to add them in the center median and sidewalk areas.
Issue #6: Unsafe nonmotorized Access between Uniontown and Alameda	
Promotes a more walkable, safe, and accessible transportation environment	The preferred alternative would provide continuous sidewalk facilities on both sides of the corridor.
Improves or creates access to/between Uniontown and Alameda	The preferred alternative would provide continuous sidewalk facilities on both sides of the corridor. Wider sidewalks and planting strip buffer could be added with minor widening.
Improves facilities for those using mobility devices	The preferred alternative would include reconstruction to enhance accessibility for pedestrians along the corridor by upgrading pedestrian ramps for ADA compliance.
Enhances the active transportation network	The preferred alternative would provide continuous sidewalk and bike lane facilities on both sides of the corridor. There is an opportunity to provide enhanced crossings with a raised refuge in the center median area.

Issue #7: Problematic Traffic Patterns	
Addresses known access issues on state highways or major arterials	The preferred alternative does not identify specific changes to access on West Marine Drive. The is an opportunity to restrict turn movements at the Hamburg Avenue intersection to improve operations and safety.
Reduces personal vehicle reliance on system for shorter, local trips	The preferred alternative improvements for walking, biking and transit trips would reduce vehicle trips.
Improves efficiency of current transportation system	The preferred alternative would not affect the overall efficiency of the transportation system.
Issue #8: Numerous and Closely Spaced Driveways on Marine Drive	
Supports more safe and efficient access to businesses and residences along Marine Drive	The preferred alternative would reconfigure one eastbound travel lane to a two-way left-turn lane. This is expected to reduce crashes by removing left turning vehicles from the travel lane at intersections and driveways.
Improves safety for pedestrians and bicyclists around driveways	The preferred alternative would provide continuous sidewalk and bike lane facilities on both sides of the corridor.
Issue #9: Safe and Convenient Transit	
Enhances public transportation services (e.g., new routes, shelters, ADA compliance)	The preferred alternative would support planned long-range transit service improvements including two reconfigured bus routes and new shelters at high ridership locations.
Improves bicycle and pedestrian connections to public transportation stops	The preferred alternative would provide continuous sidewalk and bike lane facilities on both sides of the corridor.
Enhances transportation options to underserved areas.	The preferred alternative would support planned long-range transit service improvements.
Issue #10: Inadequate Lighting for Pedestrians	

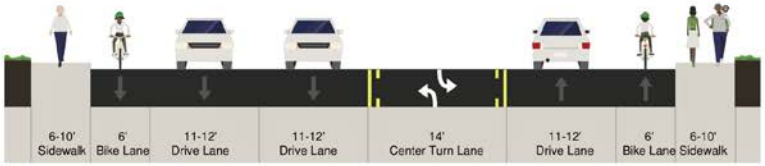
Improves visibility and safety, especially for those with disabilities	The preferred alternative could include the installation of street lighting at both Hamburg Avenue and Hume Avenue (both unsignalized intersections).
Minimizes impacts to natural resources	There are no identified natural resources along the study corridor.
Issue #11: Lack of Safe and Convenient Bicycle Facilities	
Enhances access to and encourages use of the Oregon Coast Bike Route (OCBR)	The preferred alternative would maintain the existing westbound bike lane and add a continuous eastbound bike lane.
Creates connections between Marine Drive and the Astoria Riverwalk	The preferred alternative does not include bike facilities off the West Marine Drive corridor. It is assumed bicycles with share the roadway with vehicles on low speed/low volume streets between West Marine Drive and the Astoria Riverwalk.
Creates enhanced east-west bicycle route accessible to more users	The preferred alternative would maintain the existing westbound bike lane and add a continuous eastbound bike lane.

Appendix

Note: All cross-sections are conceptual in nature; specific roadway and sidewalk configurations will be determined during the design process based on available ROW

Cross Section A

Note: 10' Sidewalk could include landscape buffer to be determined during the design process



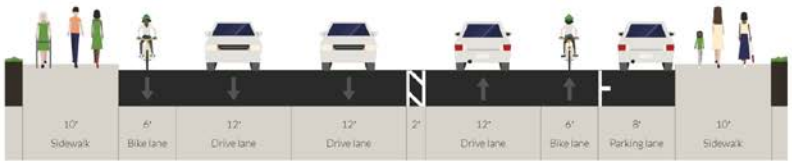
Cross Section B

Note: 10' Sidewalk could include landscape buffer to be determined during the design process

Cross Section C

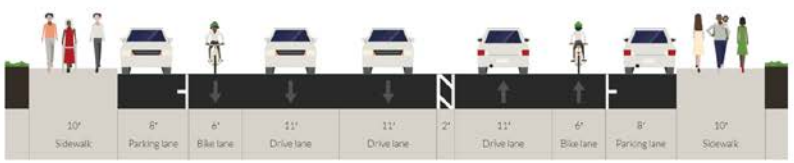
Cross Section D

Note: 10' Sidewalk could include landscape buffer to be determined during the design process

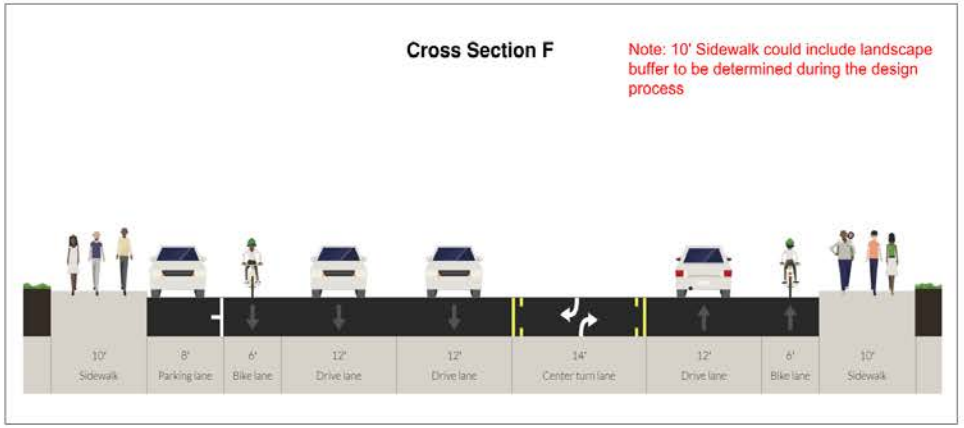


Cross Section E

Note: 10' Sidewalk could include landscape buffer to be determined during the design process



Note: All cross-sections are conceptual in nature; specific roadway and sidewalk configurations will be determined during the design process based on available ROW



APPENDIX K: Implementation Measures Memorandum

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 14.145 to 14.163 pertaining to Uniontown Overlay Zone is hereby added to read as follows:

"UTO: UNIONTOWN OVERLAY ZONE

14.145. PURPOSE.

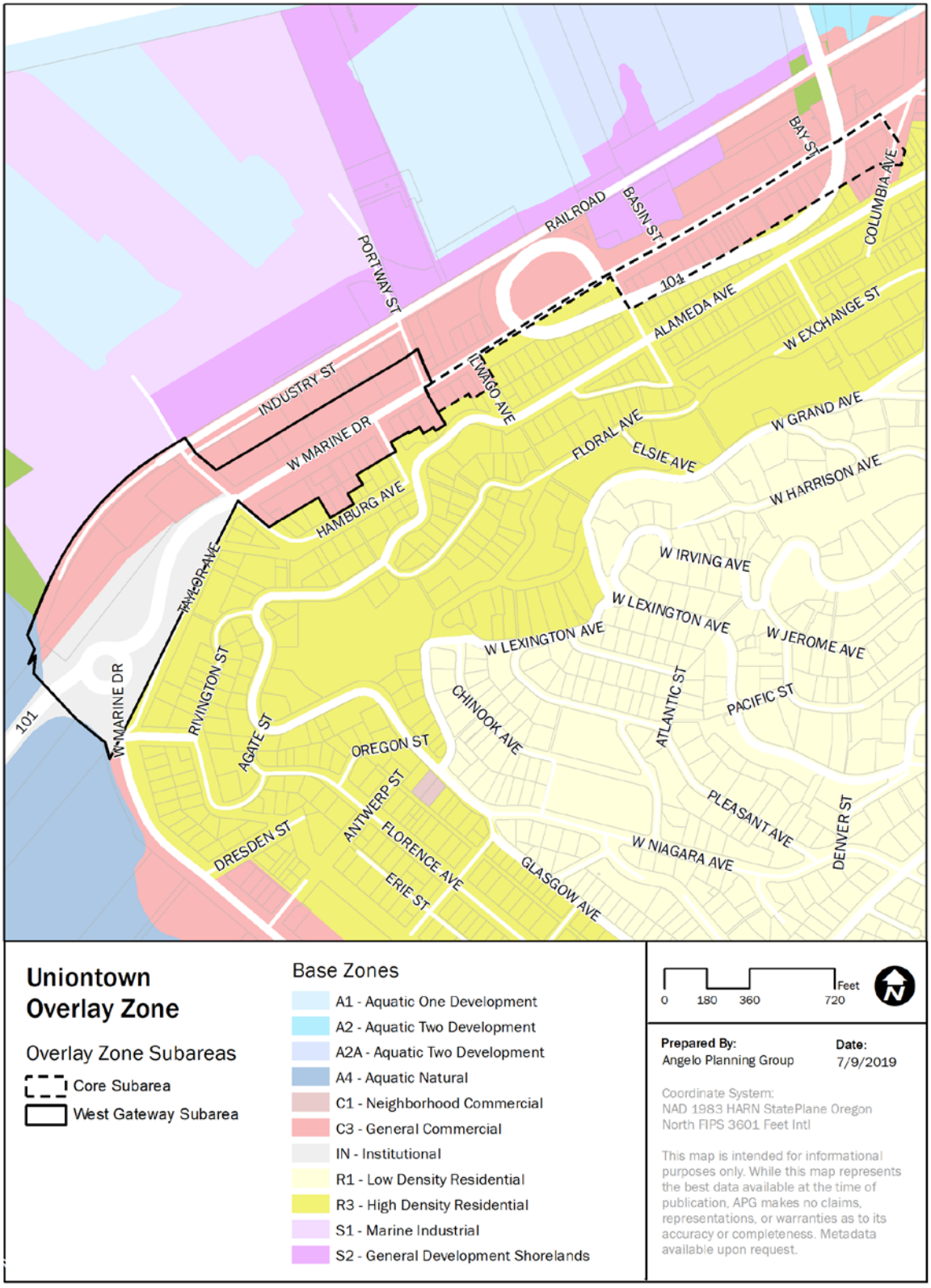
The purpose of the Uniontown Overlay Zone is to implement the land use principles of the Astoria Uniontown Reborn Master Plan, dated *[plan adoption date]* and address policy direction from the Astoria Planning Commission and City Council for this area. The Uniontown Overlay (UTO) Zone is intended to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

14.147. APPLICABILITY AND REVIEW PROCEDURES.

A. Applicability

The provisions in Sections 14.145 to 14.163 apply to all uses in all areas of the Uniontown Overlay Zone unless indicated otherwise in the code.

Figure 14.147-1: Overlay Zone Boundaries and Subarea



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 14.145 to 14.163.

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.

14.149. 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.

14.150. 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 14.147-1) in the Uniontown Overlay Zone. Permitted uses are identified in the base zones in Article 2 and in Section 14.105.A of this ordinance.

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

B. Core Subarea.

The following uses and activities and their accessory uses and activities are prohibited in the Core Subarea (Figure 14.147-1) in the Uniontown Overlay Zone. Permitted uses are identified in the base zones in Article 2 and in Section 14.105.A of this ordinance.

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

14.152. 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 A.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 14.152.C.

3. Exceptions to building height restrictions may be granted through provisions in Section 3.075.

B. Setbacks

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

1. West Gateway Subarea.

a. No minimum or maximum front setback standards apply to developments in the West Gateway Subarea.

b. Where buildings are set back from the street more than 5 feet, the setback area:

1) Shall be landscaped according to the standards of Section 14.160; and/or

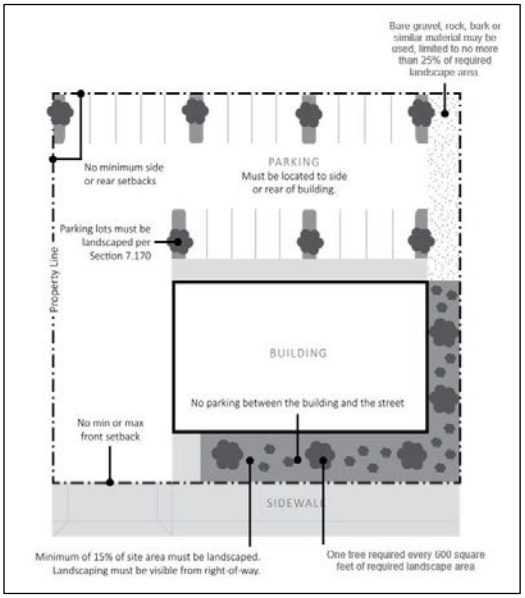
2) Shall include a pedestrian walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.

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 14.160; and/or shall include a pedestrian walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.

Figure 14.152-1: Building Setbacks in the West Gateway Subarea



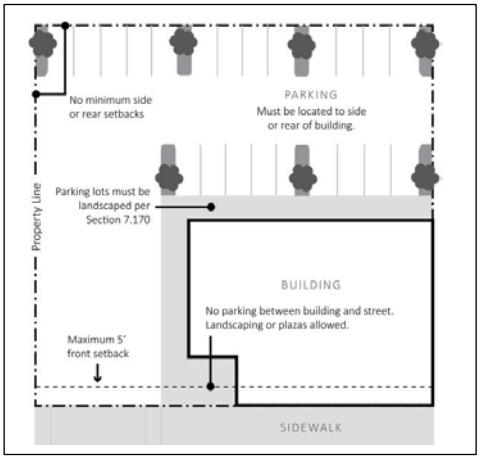
2. Core Subarea.

a. The maximum setback for yards fronting W Marine Drive in the Uniontown Overlay Zone shall be five (5) feet (see Figure 14.152-2).

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 14.152-2: 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.

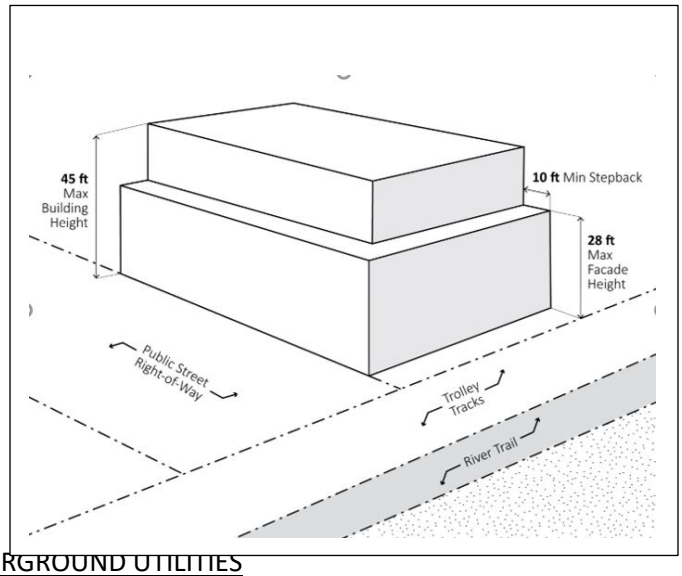
2. Additional Building Height.

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 14.152.-3).

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

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

Figure 14.152-3: Building Stepbacks



14.155. UNDERGROUND UTILITIES

This provision shall apply only to utility lines to be installed for new construction. Utility lines, including, but not limited to, electricity, communications, street lighting and cable television, shall be required to be placed underground. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets may be placed above the ground, and shall be screened by sight obscuring fences and/or dense landscape buffers. The Design Review Committee may waive the requirements of this section if topographical, soil, or other conditions make such underground installations or screening of above ground equipment unreasonable or impractical. The applicant shall

make all necessary arrangements with the serving utility or agency for underground installations provided hereunder; all such installations shall be made in accordance with the tariff provisions of the utility, as prescribed by the State Public Utilities Commission.

14.158. 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 14.145 to 14.163.

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 14.158-1). 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 14.158-1: Screening Waste Disposal, Outdoor Storage, and

Utility/Mechanical Equipment

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

2. Guidelines for All New Construction.

   a. The design of new construction should respect significant original characteristics, scale and massing of adjacent structures that are visible from the public right-of-way within three blocks of the development site. Buildings should be designed so that they are not substantially different in character from adjacent structures, in terms of size, mass, or architectural form. Also see Section 14.002.C, Resolving Conflicts within the Code.

   b. New construction should respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way within three blocks of the development site. Also see Section 14.002.C, Resolving Conflicts within the Code.

   c. Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 14.158-2).

Figure 14.158-2: 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 14.158-2).

   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 14.158-3)

      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 14.158-3: 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 14.158-4). 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 three (3) inches.

Figure 14.158-4: 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.

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.

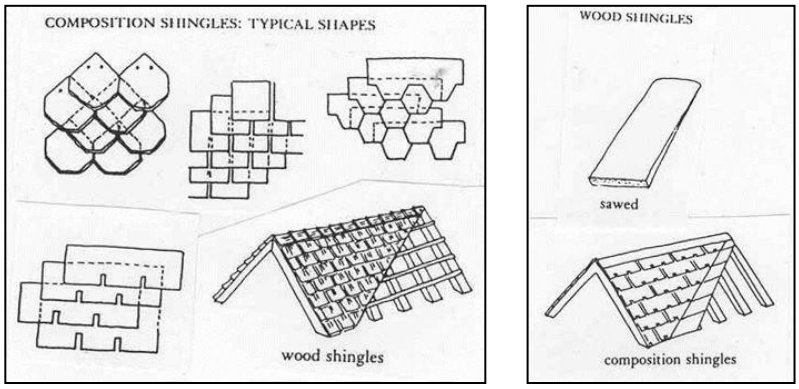
a. Buildings shall be constructed or reconstructed with one of the following roofing materials:

1) Cedar shingle (Figure 14.158-5);

2) Composition roofing (Figure 14.158-5); or

3) Materials cited in Section 14.158.C.4 or Section 14.158.C.6.

Figure 14.158-5: Roofing Materials

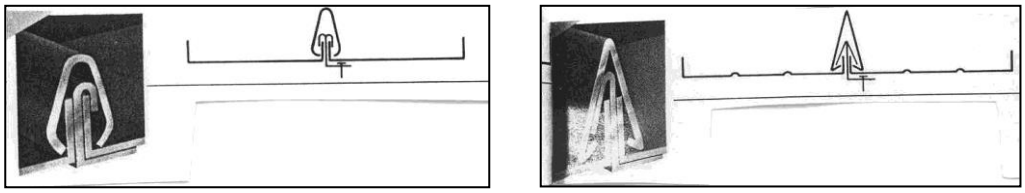


b. The following roofing materials are prohibited for all types of buildings:

1) High profile standing seam metal roof (Figure 14.158-6); and

2) Brightly colored roofing material.

Figure 14.158-6: 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 14.158-7).

Figure 14.158-7: 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 14.158.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 14.158-8 and Figure 14.158-9); and

c. Shallow eaves (Figure 14.158-9).

Figure 14.158-8: Roof Pitches

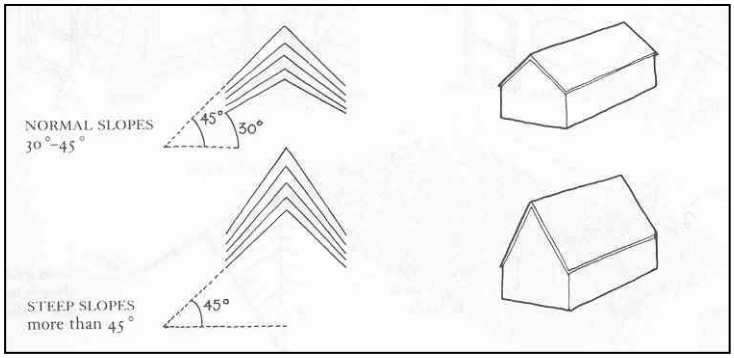
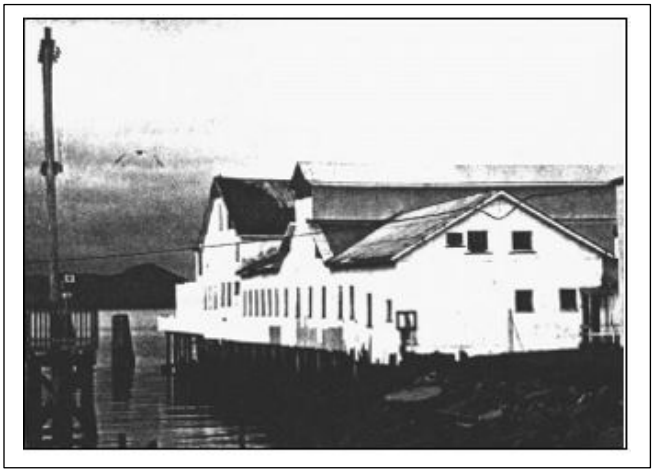


Figure 14.158-9: Industrial Building, Multiple Gables, Monitor Roof, and Shallow Eaves



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 14.158.C.2; or

b. Galvanized corrugated metal; or

c. Low profile standing seam, metal roof (Figure 14.158-6); 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 14.158-9)

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 14.158-10 and 14.158-11).

b. Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged (Figure 14.158-10).

c. Well-detailed or ornate door hardware is encouraged (Figure 14.158-11).

d. Contemporary hardware should be compatible with the design of the door.

e. Transom, side lites, or other door/window combinations are encouraged (Figure 14.158-11).

f. Doors combined with special architectural detailing are encouraged.

g. Double or multiple door entries are encouraged (Figure 14.158-11).

Figure 14.158-10: Roll-Up Doors and Recessed Doors

Examples of doors recommended: roll up doors to create open space into the buildings, recessed door

Figure 14.158-11: Recessed Doors, Contemporary Door Hardware, Single/Double Doors, Side Lites, and Transom Windows

Example of doors recommended: retain original opening dimensions, recessed, compatible contemporary hardware; single or double doors with side lites. Entry lighting in recess entryway. Transom windows above door.

E. Windows.

1. Coverage Standards for All Uses.

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

   b. Exception for elevator shafts.

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

2. Design Standards for All Uses.

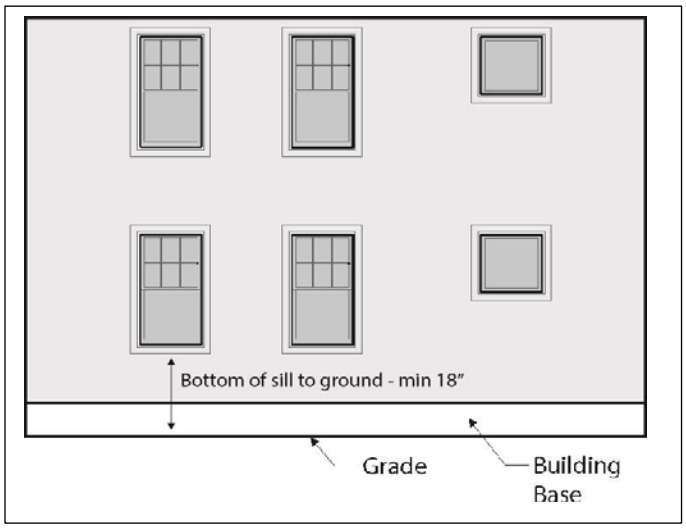
   a. Window detailing. Windows shall have casings/trim, sills, and crown moldings. Window detailing shall meet the following requirements.

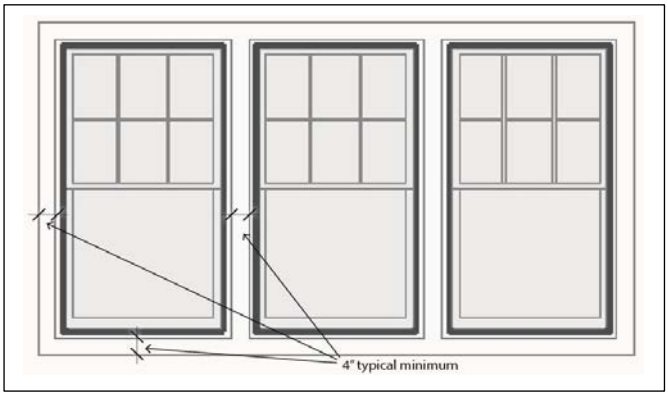
      1) Casings/trim shall have minimum dimensions of 5/4 inch x 4 inch and shall extend beyond the facade siding. Exceptions may be granted.

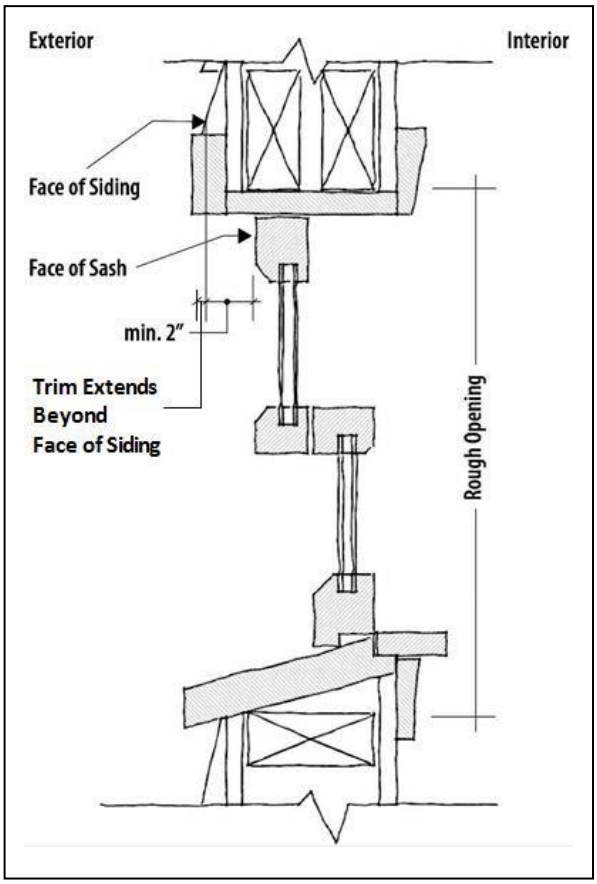
      2) Windows shall be recessed a minimum distance of two (2) inches from the facade siding surface to ensure a shadow line/effect.

      3) The bottom of the sill shall be a minimum of 18 inches above the ground or floor elevation.

Figure 14.158-12: Window Detailing – Trim and casement location and dimensions







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

1) Ground floor windows that provide a view into the use, whether fixed or operable;

2) Upper story windows that open into the interior of the building;

3) Transom windows, fixed or operable, located above doors or windows directly below them;

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

1) Residential-styled window bays;

2) Half-round windows;

3) Tinted and/or reflective glass;

4) Sliding windows;

5) Vinyl windows; and

6) Blocked-out windows; and

7) Windows that extend beyond the plane of the building facade.

3. Design Guidelines for All Uses.

a. Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities.

b. Windows that open by pivoting, casement, single hung, or other shuttering are encouraged.

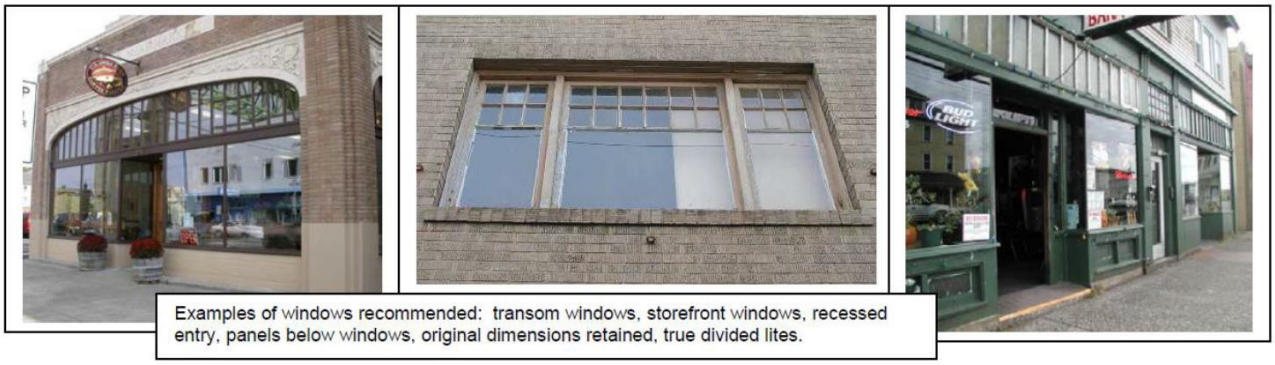
c. Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 14.158-13).

d. Clear glass is encouraged.

e. True divided lites are encouraged (Figure 14.158-13). Simulated divided lites shall have exterior muntins to create exterior shadow lines.

f. Boldly articulated window and storefront trim are encouraged.

Figure 14.158-13: 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 E.4.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 E.4.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 14.158-14).

b. Natural or subdued building colors are encouraged (Figure 14.158-14).

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 14.158-14). 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 14.158-14: Siding Variety and Compatible Materials and Colors

Examples of recommended 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 14.158-15); and

2) Awnings lit internally.

2. Guidelines for Types of Awnings and Treatments.

a. Vinyl or other non-compatible material awnings are discouraged (Figure 14.158-15).

Figure 14.158-15: 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 14.158-16). 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 14.158-16: Downward and Diffused Lighting, Wall-Washing Lighting

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

I. Signs.

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

1. Sign Standards for All Uses.

   a. Monument signs (Figure 14.158-17) 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 signs are prohibited (Figure 14.158-17).

2. Sign Guidelines for All Uses.

   The following sign types are encouraged.

   a. Hanging blade signs.

   b. Signs painted on building facade.

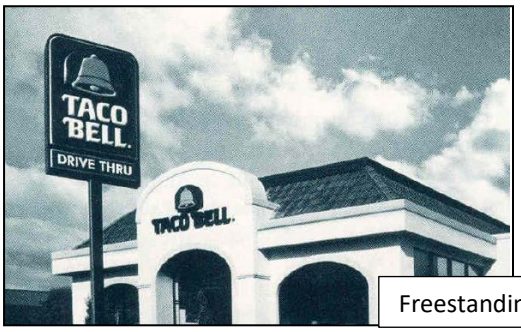
   c. Signs applied to building facade.

   d. Front lit.

   e. Graphics historic in character.

Figure 14.158-17: Monument Signs and Freestanding Signs

Monument



Freestanding

14.160. LANDSCAPING.

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

A. Minimum Landscaped Area.

1. West Gateway Subarea.

   a. A minimum landscaped area of 15 percent of the total lot area shall be provided in the West Gateway Subarea in accordance with according to the standards of Section 14.160.B.

   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 14.160.C.

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.

14.163. OFF-STREET PARKING.

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

A. Reductions.

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

B. Exceptions.

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

1. Existing buildings that cover the majority area of the site with insufficient open area for off-street parking spaces; and/or

2. Building expansions of 10% or less which do not decrease available off-street parking spaces on the site; and

3. Exemptions shall be processed as a Type I Administrative Permit. Exceptions from off-street parking that do not meet the above criteria shall be processed as a Variance in accordance with Article 12."

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

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

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

_____
Mayor

ATTEST:

_____
Brett Estes, City Manager

ROLL CALL ON ADOPTION:	YEA	NAY	ABSENT
Commissioner Rocka			
Brownson			
Herman			
West			
Mayor Jones			

APPENDIX L: Summary of STAC Meetings and STAC Roster

Stakeholder and Technical Advisory Committee (STAC)

Brett Estes, City of Astoria
Mike Morgan, City of Astoria
Nathan Crater, City of Astoria
Michael Duncan, Oregon Department of Transportation (ODOT)
Ken Shonkwiler, Oregon Department of Transportation (ODOT)
Keith Blair, Oregon Department of Transportation (ODOT)
Dorothy Upton, Oregon Department of Transportation (ODOT)
Kristi Gladhill, Oregon Department of Transportation (ODOT)
Jenna Berman, Oregon Department of Transportation (ODOT)
Tony Snyder, Oregon Department of Transportation (ODOT)
Katie Rathmell, HLC
Richard Curtis, AFD
John Edwards, City of Astoria
Brookley Henri, Astoria Planning Commission
Caroline Wuebben, Holiday Inn Express
Dan Hauer, Hauer's Lawn Care and Equipment
David Reid, Astoria-Warrenton Area Chamber
Jeff Hazen, Sunset Empire Transportation District
Jim Knight, Port of Astoria
LJ Gunderson, Historic Landmarks Commission and Design Review Commission
Nancy Montgomery, Columbia River Coffee Roasters
Jared Rickenbach, Design Review Commission

Astoria Uniontown Reborn Master Plan

Subject	**STAC #1 Meeting Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke Jordan, Jacobs
Date	November 16, 2018

Joint Stakeholder and Technical Advisory Committees (STAC)

Participants:

Mike Morgan, City of Astoria

Jeff Hazen, Sunset Transportation

Katie Rathmell, HLC

Richard Curtis, AFD

John Edwards, City of Astoria

Caroline Wuebben, Holiday Inn Express

David Reid, Astoria-Warrenton Area Chamber

Nancy Montgomery, Columbia River Coffee Roasters

Jarry Rickenbaum, Historic Landmark Commission

Meeting Summary

The City of Astoria hosted the first Stakeholder and Technical Advisory Committee (STAC) for the Astoria Uniontown Reborn Master Plan. The meeting was held on Wednesday, November 7th, 2018 from 1:00 p.m. to 3:00 p.m. The Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) agreed to come together for combined meetings moving forward.

Project staff provided an overview of the roles and responsibilities of the SAC and TAC and then, introduced the goals and objectives of the project and the existing conditions at the project area. The project team shared the opportunities and constraints identified for transportation, land use, and economic development. Project staff asked the advisory committees to review the issues and identify an missing information that should be included. The advisory committees identified a need for more light

manufacturing in the area and suggested considering LID to leverage "Uniontown Marina Village." In addition, the committees indicated a need for safety improvements including adding street lights and safer transit opportunities. The list of land use, economic development, and transportation issues are outlined below.

Land Use

1. Fragmented Property Ownership
2. BVO Zone Impacts Potential Development
3. Landscaping Standards Are Limited - **Medium Priority**
4. Off-Street Parking Standards
5. Lack of Public Space
6. Traditional Economic Base Is Evolving - **Medium Priority**
7. Low Leasing Rates Deter Development - **Medium Priority**
8. Lack of Affordable Housing
9. Lack of Commercial Space
10. Loss of Historic Character - **High Priority**

Transportation

1. Limited Access to Commercial & Recreational Districts – **Medium Priority**
2. Unsafe Nonmotorized Access between Uniontown and Alameda
3. Problematic Traffic Patterns
4. Unsafe Pedestrian Crossings on Marine Drive – **High Priority**
5. Port of Astoria Traffic Concerns – **High Priority**
6. Driveways on Marine Drive
7. Parking on Marine Drive – **Medium Priority**
8. Safe Transit **(added by STAC)**
9. Street Lights **(added by STAC)**

Action items

- SAC and TAC will continue to come together for combined meetings moving forward.
- The next STAC meeting will include time to visit key points in the project area.
- The project team will use STAC input to develop evaluation criteria for alternatives.
- Feedback from this STAC meeting will be applied in the next revision of project reports.

Identified Transportation Opportunities and Constraints

		Existing Constraint	Potential Opportunity	Priority
Transportation	1	**Limited Access to Commercial & Recreational Destinations** Pedestrian and bicycle access and wayfinding to recreational and commercial destinations (e.g. Astoria Riverwalk) is limited.	**Pedestrian and Bicycle Treatments to Increase Access** Improve access to recreational and commercial destinations through improved crossings, wayfinding, and signage opportunities.	Mid Priority 1st: 1 2nd: 2 3rd: 1
	2	**Unsafe Nonmotorized Access between Uniontown and Alameda** Steep hillside with limited and substandard stairways is a barrier to safe nonmotorized access between Uniontown and historic Alameda neighborhood to south.	**Improve and Formalize Pedestrian Trails** Informal dirt paths could be improved as accessways with wayfinding signs.	1st: 1 2nd: N/A 3rd: N/A

	3	**Problematic Traffic Patterns** Traffic congestion (especially in the summer months), speed, and unsafe turning opportunities onto and off US 101/Marine Drive are problematic.	**US 101/Marine Drive Reconfiguration** The Astoria 2ndortation System Plan and other planning efforts identify a lane reconfiguration on US 101/Marine Drive as key to creating a more balanced, safe, and efficient multimodal street.	**1st**: N/A **2nd**: 1 **3rd**: 2
	4	**Unsafe Pedestrian Crossings on Marine Drive** Unsafe Pedestrian Crossings on Marine Drive – many drivers ignore the mid-block pedestrian crossing on Marine Drive, such as those near Workers Tavern and Columbia River Coffee Roaster.	**Improve Safety with Pedestrian Treatments** Leverage US 101 lane reconfiguration with traffic calming improvements to support safer crossings.	**High Priority** **1st**: 4 **2nd**: 3 **3rd**: 1
	5	**Port of Astoria Traffic Concerns** Traffic related to Port operations, between Portway St and Hamburg Ave, is concerning.	**Transportation Options for all Road Users** The Port of Astoria is a major trip generator and developing a strategy to support all road users is critical.	**High Priority** **1st**: 3 **2nd**: 1 **3rd**: 4
	6	**Driveways on Marine Drive** There is a need to balance safe driveway access to businesses and residences on Marine Drive with movement of through traffic along the corridor.	**Accommodate Business and Residential Access** Consider how to accommodate safe and efficient access to businesses and residences along Marine Drive as Uniontown redevelops.	**1st**: N/A **2nd**: N/A **3rd**: 1
	7	**Parking on Marine Drive** Parking for businesses and residents along the south side of Marine Drive is limited.	**Provide Parking Options** Consider how to preserve parking through 4-lane to 3-lane reconfiguration and explore ways to mitigate any impacts to existing on-street parking.	**Mid Priority** **1st**: 2 **2nd**: 3 **3rd**: N/A
	8*	**Safe Transit** *** added**		
	9*	**Street Lights** *** added**		

Identified Land Use & Economic Developments Opportunities and Constraints

	Existing Constraint	Potential Opportunity	Priority

Land Use	1	**Fragmented Property Ownership** Aside from the Port of Astoria-owned land, property ownership is fragmented and divided into small parcels in much of the study area.	**Development/redevelopment of Vacant Lots** Several parcels in the study area are vacant or minimally improved, leaving room for development and/or redevelopment.	**1st:** N/A **2nd:** N/A **3rd:** N/A
	2	**BVO Zone Impacts Potential Development** The Bridge Vista Overlay Zone (BVO) requires specific development standards, potentially affecting new development. Any significant changes would require a standalone public process.	**Emphasize the Astoria Megler Bridge Area** Determine how the existing standards may impact or restrict development. Modify BVO design or use standards to emphasize and preserve visual and physical access to the Megler Bridge Area.	**1st:** 1 **2nd:** N/A **3rd:** N/A
	3	**Landscaping Standards Are Limited** City landscaping standards that apply in the study area does not align with the envisioned character of Uniontown.	**Update Landscaping Standards** This plan can revisit and improve upon existing landscaping requirements in Uniontown and explore funding strategies to improve landscaping along the Marine Drive corridor.	**Mid Priority** **1st:** 1 **2nd:** N/A **3rd:** 2
	4	**Off-Street Parking Standards** Minimum off-street parking standards can require a significant portion of a site to be dedicated to parking, creating a barrier to development. At the same time, businesses along Marine Drive rely on on-street parking.	**Reduce Off-Street Parking Burden** The City's Code has methods to reduce the burden of parking minimums for new development. Explore opportunities for joint/shared parking.	**1st:** 1 **2nd:** N/A **3rd:** N/A
	5	**Lack of Public Space** Lack of adequate, connected public spaces and improved landscaping.	**Convert Underutilized Lots into Public Space** Underutilized asphalt lots could be reimagined into improved public spaces (e.g. parklets, wayfinding kiosks, community hubs).	**1st:** N/A **2nd:** N/A **3rd:** 2

Economic Development	6	**Traditional Economic Base is Evolving** Uniontown maintains a working waterfront with resource-based industries such as wood products and seafood processing. However, citywide economic trends indicate a shift away from traditional resource-based industries.	**Job Diversity in Uniontown** Uniontown's diverse job mix could support distinctive employment and investment opportunities to support economic resiliency.	Mid Priority **1st**: N/A **2nd**: 2 **3rd**: 1
	7	**Low Leasing Rates Deter Development** Real estate market does not support significant new development (based on current leasing rates).	**Repurpose Existing Structures** Repurposing existing buildings could fill market gaps and leverage future development.	**Mid Priority** **1st:** 1 **2nd:** 1 **3rd:** 1
	8	**Lack of Affordable Housing** Housing affordability is a challenge in Astoria. Low lease rates in Uniontown ($1.21-1.57 per sq ft) do not support new mixed-use residential/commercial development.	**Small Scale Housing Projects** The current market has potential to support less intense development, such as "garden-style" housing. Restoration of rental properties and ADUs in residential areas south of Marine Drive could help accommodate housing demand.	**1st:** N/A **2nd:** 1 **3rd:** N/A
	9	**Lack of Commercial Space** Market analysis indicates a lack of commercial development serving residents and workers and a demand for more diverse commercial spaces.	**Undeveloped Land Available** Undeveloped and underdeveloped land could provide opportunities.	**1st:** — **2nd:** 1 **3rd:** —
	10	**Loss of Historic Character** In a 2018 community survey, community members indicated a concern for the loss of historic character and existing structures in Uniontown.	**Community Support for Historic Aesthetic** Sustain incentives to stimulate redevelopment of historic buildings and review demolition code to further protect historic character. Emphasize Astoria's historic character by connecting people to tourism-related and retail businesses.	**High Priority** **1st:** 5 **2nd:** 1 **3rd:** —

Astoria Uniontown Reborn Master Plan

Joint Stakeholder and Technical Advisory Committees (STAC)

Subject	**STAC #2 Meeting Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke Jordan, Jacobs
Date	January 28, 2019

Participants:

STAC Members	Project Team
Jeff Hazen, Sunset Empire Transportation District	Brett Estes, City of Astoria
Caroline Wuebben, Holiday Inn Express	Scott Richman, Jacobs
Don Hauer, Resident	Brooke Jordan, Jacobs
Brookley Henri, APC	Matt Hastie, APG
Katrina Gomez, Windermere	Mike Morgan, City of Astoria
Roger Rocka, Astoria City Council	Michael Duncan, ODOT
David Reid, Astoria-Warrenton Area Chamber	
Nancy Montgomery, Columbia River Coffee Roasters	
Jared Rickenbach, Rickenbach Construction Inc.	
Nancy Ferber, City of Astoria	
Nathan Crater, City of Astoria	
Jeff Harrington, City of Astoria	

Welcome, Introductions, and Project Update

Brett Estes, City Manager, welcomed members of the public and STAC members. Brooke Jordan, consultant team member, summarized public comments from the first public event and tasks completed since the previous STAC meeting.

Review Draft Land Use Alternatives and Transportation Options

Draft Land Use Alternatives

Matt Hastie, consultant team member, provided an overview of the land use alternatives developed for the tier 1 screening. The project team presented a proposed Uniontown Overlay Zone, which consists of 2 subareas: Uniontown Gateway Subarea and the Uniontown Core Subarea.

Uniontown Overlay Zone
The Uniontown Overlay Zone is proposed for the West Marine Drive Corridor to implement the land use vision of the Uniontown Reborn Master Plan. The overlay zone is intended to apply to most commercial and industrial properties that have street frontage on West Marine Drive between the roundabout at the head of the New Youngs Bay Bridge/Highway 101 to the west and Columbia Avenue to the east. This area covers many of the commercial properties in the Uniontown-Alameda Historic District. Some properties on the north side of West Marine Drive within the proposed overlay zone are currently included in the BVO but being proposed to change into the new zone. There are two potential subareas within the Uniontown Overlay Zone: Uniontown Gateway and Uniontown Core.

- **Uniontown Gateway (roundabout to Ilwaco Avenue)**
  The vision for this subarea would be to incrementally transition into a more pedestrian-oriented and walkable form. New buildings or additions would be placed closer to the street frontage and landscaping or public plazas would create a more attractive street life. Parking lots and auto-oriented uses would be screened or discouraged, and new development would respect and strengthen the historic character of the area.
- **Uniontown Core (Ilwaco Avenue to Columbia Avenue)**
  The vision for this subarea would be to preserve and strengthen the traditional urban pattern of area, even as new buildings are added. New developments or redevelopments will reflect the historic character and identity of the area as a traditional commercial "Main Street," including buildings fronting the street, storefront facades with large windows, and historically appropriate architectural elements.

Alternative Strategies
Alternative strategies for implementing the Uniontown Overlay zone are outlined below.

1. **Use Regulations:**
   - **Alternative 1:** Emphasize the historic character by connecting people to tourism-related businesses.
   - **Alternative 2:** Feasible development types, even if not pedestrian-friendly.

2. **Setbacks and Landscaping:**
   - **Alternative 1:** Emphasize specific urban development patterns but require minimal on-site landscaping.
   - **Alternative 2:** Allow for flexibility in placement of buildings but require more landscaping.

3. **Building Height and Massing:**
   - **Alternative 1:** Promote development feasibility by allowing for more efficient use of land.
   - **Alternative 2:** Promote development feasibility while balancing compatibility with historic character.
   - **Alternative 3:** Maximize views and keep development consistent with existing buildings.

4. **Off-Street Parking:**

- **Alternative 1:** Reduce burden of off-street parking and leverage utilization of existing off-street parking.
- **Alternative 2:** Work to achieve Uniontown Core goals but does not reduce existing parking requirements.

5. **Design Standards and Guidelines:**
   - Apply a set of design standards and guidelines focuses on a uniform set of developed standards and guidelines for the area to maintain the historic character of the area. They are modeled on the Bridge Vista Overlay but tailored to issues specific to uses in the Uniontown Overlay Zone.

Draft Transportation Alternatives

Scott Richman, consultant project manager, provided an overview of the transportation improvements for the Uniontown area. The alternatives respond to the goals and vision for the project and take into consideration findings and recommendations in the Astoria Transportation System Plan. The study area includes West Marine Drive (US 101) between the Smith Point Roundabout (OR 202) and Bond Street. There are four alternatives:

1. **Alternative 0 – No Build:** Do nothing. Retain the existing 4-lane roadway, with 2 lanes in each direction, left turn lanes at major intersections, and a bike lane provided in westbound direction only. Alternative 0 also retains the 6 ft wide sidewalks.

2. **Alternative 1 – Three Travel Lanes:** Reconfigure the roadway to provide 1 lane in each direction with a center turn lane/median area, and an eastbound bike lane to provide bicycle in each direction. Alternative 1 also provides more space for wider sidewalks.

3. **Alternative 2 – Four Travel Lanes:** Reconfigure roadway to provide 2 westbound lanes, 1 eastbound lane, and a bike lane in westbound direction only. Alternative 2 also provides more space for wider sidewalks.

4. **Alternative 3 – Five Travel Lanes:** Reconfigure roadway to provide 2 lanes in each direction with a center turn lane or raised median, and a bike lane in westbound direction only. Alternative 3 also provides more space for wider sidewalks.

Additional Improvement Options

Along with these alternatives, Scott Richman reviewed additional transportation improvement alternatives that were identified through stakeholder interviews and STAC meetings and public engagement efforts.

Additional Improvements	Description

Landscaping	Revise the City's development code landscaping standards to enhance aesthetics incl. along W. Marine Dr.
Fragmented Property Ownership	Purchase unused land for public uses, such as public parking or street lane, sidewalk/landscaping areas to support a more cohesive development pattern in Uniontown.
Off-Street Parking	Purchase and utilize vacant lots in exchange for on-street parking removal for traffic, safety, and parking on constrained W. Marine Dr. Shared parking between multiple properties to reduce new development parking minimums burden.
Historic Character	Continue Storefront Improvement Program to help restore older buildings and preserve historic character. Strengthen historic standards to ensure new development compatibility.
Pedestrian Crossing on Marine Drive	Installing improved crossings and signals and constructing curb extensions to shorten the distance required to cross the street could improve safety for people crossing Marine Drive.
Port of Astoria Traffic	Add right turn lane from Portway to W. Marine Dr. to reduce congestion and improve safety for all road users - including Port of Astoria truck egress.
Bay Street Extension	Extend Bay Street to provide another connection to Astoria Riverwalk.
Uniontown and Alameda Access	Utilize sections of unused right-of-way to improve pedestrian access between Alameda Ave. and W. Marine D. Topography is challenging - considering ADA compliance.
Problematic Traffic Patterns	Improvements to arterials and alternative route options could create a more efficient transportation system.
Driveways on Marine Drive	Reduce number of commercial driveways on W. Marine Dr., to reduce potential conflicts (drivers, pedestrians, and bicyclists).
Safe and Convenient Transit	Enhance public transportation service and encourage more use by enhancing stops amenities and accessibility, including consideration of bus pullouts.
Improved Lighting	Install new LED streetlights and rapid flashing crosswalk lights to improve visibility and safety.
Improved Bicycle Facilities	New and enhanced north-south pedestrian and bicycle facilities to provide safer and improved connections with the Oregon Coast Bike Route (OCBR), plus local pathways.

Study Area Tour

STAC members toured locations in the Uniontown Study Area to consider opportunities and challenges associated with the draft land use alternatives and transportation options presented by the project team. The study area tour included the following stops:

- Oregon Department of Transportation District 1 Office
- Portway Street and W. Marine Drive
- Best Western Holiday Inn Express

During the study area tour STAC members expressed the following concerns and opportunities:

- Potential safety issues associated with passing vehicles if W. Marine Drive is reconfigured to 3 lanes
- There is not enough right-of-way for freight vehicles to complete a right turn on to W. Marine Drive from Portway Street.
- In addition to utility poles located in the middle of sidewalks along W. Marine Drive, overhead utility lines are unsightly. Area residents and businesses would like to see them buried underground. While burying the utilities would be complicated and costly, there could be opportunity to reduce the amount of overhead lines and wires through consolidation of conduits.
- The bicycle and pedestrian crossing located directly east of the roundabout is dangerous because many drivers who have just navigated through the roundabout are not expecting this crossing and may not be prepared to stop while turning out of the roundabout onto eastbound W. Marine Drive.
- It is difficult to cross W. Marine Drive. The safest crossing is at the signal at Columbia and expanding W. Marine Drive to five lanes could make crossing W. Marine Drive more difficult and unsafe.
- The existing pedestrian-activated signal is not in a location where many drivers expect to need to stop for people to cross, and the signs and signals are not as visible to drivers as more modern protected crossing treatment such as rapid flashing beacons.
- Transit access along W. Marine Drive is difficult. A lane reconfiguration from four lanes to three lanes could be more ideal for access to bus stops and could provide room for a safer bus pullout.
- The City's urban mural program has been successful, and could be applied in Uniontown.
- The TSP project to extend Bay Street to the north to improve local access to the Maritime Memorial and Port properties could be implemented by future development. It would require an ODOT Rail Crossing Order due to a new access crossing the trolley track.

Astoria Uniontown Reborn Master Plan

Joint Stakeholder and Technical Advisory Committees (STAC)

Subject	**STAC #3 Meeting Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke Jordan, Jacobs
Date	April 30, 2019

Participants

Project team

Michael Duncan, ODOT Region 2
Brett Estes, City of Astoria
Matt Hastie, APG
Brooke Jordan, Jacobs
Mike Morgan, City of Astoria
Scott Richman, Jacobs

STAC Members

Nathan Crater, City of Astoria
Jeff Harrington, City of Astoria
Dan Hauer, Hauer's Repair
Jeff Hazen, Sunset Empire Transit District
Brookley Henri, City Planning Commission
Jim Knight, Port of Astoria
Ken Shonkwiler, ODOT Region 2
Tony Snyder, ODOT Region 2
Caroline Wuebben, Holiday Inn Express

Welcome, Introductions, and Agenda review

Brett Estes, Astoria City Manager, welcomed STAC members and reviewed the meeting agenda. The purpose of the meeting is to review draft preferred land use and transportation alternatives for the Uniontown area. Ken Shonkwiler requested that the project team provide clear distinction between the proposed land use and transportation/infrastructure modifications that will be incorporated into the Uniontown Reborn Master Plan, and the separate ODOT project that is under development to reconfigure the portion of W. Marine Drive between Uniontown and downtown Astoria. That project is included in the City's adopted Transportation System Plan (TSP) and included in the State Transportation Improvement Program (STIP).

Project Update

Brooke Jordan, provided an overview of the work that the team has completed since the last STAC meeting, reviewed key themes from the round of stakeholder engagement around Tier 1 land use and transportation initial alternatives, and how the STAC can inform the refinement of the recommended land use and transportation alternatives.

Review Draft Preferred Land Use Alternatives

Matt Hastie reviewed the preferred land use alternative that emerged during the last phase of the project. The preferred land use alternative is organized around a Uniontown Overlay Zone (UTO) that includes two subareas: Gateway Subarea and Core Subarea. Each subarea includes five prescriptive land use elements, including (1) allowed uses, (2) landscaping and setbacks, (3) building heights and massing, (4) off-street parking, and (5) design standards. Descriptions of each of the five land use elements and how they apply to each subarea are included below.

- **Allowed uses**
    - Gateway Subarea: Prohibit industrial uses and automotive sales but continue to allow auto oriented commercial uses such as retail, drive-through facilities, and convenient stores.
    - Core Subarea: Prohibit industrial uses, automotive sales, gasoline service stations, automotive service and repair, and drive-through facilities.
- **Landscaping and setbacks**
    - Gateway Subarea:
        - No maximum or minimum setbacks, except for a 5-foot minimum landscaping strip along W Marine Drive.
        - Parking must be to side or rear of building, and at least 15% of lot area must be landscaped and visible from public right of way.
        - Establish enhanced minimum planting requirements
        - Note: When recommending code changes, it is important to message to City Council and the Planning Commission that the recommendations have been vetted via a public process using evaluation criteria.

- Core Subarea:
  - Establish a maximum setback of 5-feet, with exception for of an easement or utilities or the creation of a pedestrian plaza or wider walkway.
  - Do not require minimum landscaped area or lots to be landscaped according to municipal code.

- **Building heights and massing**
  - Gateway and Core Subareas: Preferred building height throughout the project area would allow for 45-feet maximum height throughout the area, requiring any part of a building above 35 feet to be stepped back from the main façade by a minimum of 10 feet.
- **Off-street parking**
  - Gateway and Core Subareas:
    - Require off-street parking for most new development.
    - Provide reductions and exemptions to parking standards where reasonable.
      - Minimum parking space requirements may be reduced for smaller buildings, minor building expansions, and for buildings that cover maximum area of a site.
- **Design guidelines**
  - Gateway and Core Subareas: Prohibit architectural elements and styles that are inconsistent with the predominant architectural context in the area to address
    - Building Form and Style
    - Roof Form and Materials
    - Doors
    - Windows
    - Siding and Wall Treatment
    - Awnings
    - Lighting
    - Signs

The project team introduced the Implementation Measures memo to the STAC and outlined that it will address proposed amendments to land use code to support the implementation of the preferred draft land use alternative and UTO. The memo includes specific code language and is consistent with the proposed land use alternative previously discussed. STAC members will receive a copy of the memo after the meeting.

<u>Discussion</u>

Question: Where will people park and how can the code ensure that there is enough parking?

- The code requires that new developments or redevelopments provide parking. However, it includes some exceptions to support economic development. Providing parking can be very expensive for property owners and can hinder economic development opportunities.

Question: Is 45 feet an acceptable building height for Uniontown?

- It is a workable height in Uniontown but building width should also be considered.
- Allowing taller buildings is important for economic development purposes. Infill development needs to be able to effectively utilize limited space, and taller buildings can achieve that.
- The planning commission is considering reducing the building height to 28 feet with exceptions for affordable housing and water-dependent uses.

Review Draft Preferred Transportation Alternatives

Scott Richman reviewed the draft Preferred Transportation Alternatives. The preferred cross-section for West Marine Drive is a reconfiguration from four travel lanes to three travel lanes, one eastbound and two westbound lanes, with a center two-way left turn lane. The preferred alternative includes wider sidewalks and at least a westbound bike lane. The following four transportation elements are recommended as part of the preferred transportation alternative.

- **Pedestrian improvements include the following recommendations:**
    - Improve pedestrian conditions with ADA upgrades, widening sidewalks to minimum of 6 feet, adding a 4-foot minimum planting strip buffer between roadway and sidewalk where feasible, and locating utilities in planting strip, not the sidewalk.
    - Add street lighting at Hamburg Avenue.
    - Add a center median refuge at Bay Street to enhance protected pedestrian crossing.
- **Bicycle improvements include the following recommendations:**
    - Add a new eastbound bike lane between Smith Point Roundabout and 6th Street and recommend widening bike lane to 6’ where possible.
    - Complete existing westbound bike lane gap between 6th Street and Columbia Avenue/Bond Street.
    - Implement a green paint treatment for the westbound bike lane approaching the US 101 bridge to indicate potential conflict area for right turning vehicles.
- **Transit improvements include the following recommendations:**
    - Develop formalized and branded bus stops with pullouts, shelters, and other amenities.
    - Pedestrian and bicycle improvements along W. Marine Drive would enhance access to transit, including median refuges, sidewalk buffers, lighting, and ADA compliant ramps.
    - New developments and proposed land use changes could also support transit and enhance multimodal character.
- **Driving facilities improvements include the following recommendations:**
    - Remove the eastbound lane between Smith Point Roundabout and 8th Street, and westbound lane between the Columbia Avenue/Bond Street intersection and 8th Street.
    - Add a 14-foot-wide center two-way left turn (TWLT) lane throughout corridor, providing protected left turn storage on roadway.
    - Maintain a right turn lane at the US 101 bridge.

- Work with ODOT on design standards for travel lanes of less than 12 feet, and horizontal/vertical "hole in the air" space that is sufficient to accommodate large trucks because W. Marine Drive is State-designated freight route.

Benefits and Impacts of the West Marine Drive Reconfiguration:

- Benefits:
  - The reconfiguration would create a more inviting street environment for businesses and residents.
  - The ability to more easily make left turns would create a more comfortable driving environment.
  - A safer roadway environment by reducing pedestrian and bicycle fatalities, and reducing all roadway crashed by 29%.
- Impacts:
  - The reconfiguration could increase travel times by up to 3 minutes by 2035. It is important to note that this represents the absolute worst travel conditions during the peak traffic volumes, most likely on weekends during the summer months.

Draft Public Improvements

Scott Richman also provided an overview of the proposed public improvement recommendations. These additional improvements are recommended to support the land use and transportation alternatives, and they are important to creating a safer and more inviting neighborhood for both residents and businesses. They include the following elements:

- Enhanced pedestrian crossings
- Improved lighting
- Improved pedestrian and bicycle connections from:
  - River trail to pedestrian crossing east of roundabout
  - Kingston Ave
  - Melbourne Ave
- Transit stop improvements with amenities
- Potential off-street parking areas
- Gateway opportunities at the edges of the Uniontown Neighborhood.

<u>STAC Discussion</u>

Question: Would new medians be paved, brick, or include plantings?

- Development of the medians would be determined during the design phase but the City and ODOT will need to coordinate to ensure appropriate materials and design is being used.
  - Comment: There has been a lot of resistance from the freight community to installing pedestrian median refuges. The main issue has to do with trucks coming off the US 101 Bridge traveling east on West Marine Drive. Staff will need to coordinate with ODOT

staff on the design in order to move forward and address any potential issues. A moveable and pre-cast median may be an option.

Question: How specific will this project get with potential gateway improvements?

- Researching potential examples and coordinating with ODOT on possible treatments will be important. For example, excessive landscaping can become an issue for ODOT maintenance and then a question of jurisdictional responsibility. It's important to memorialize recommendations, constraints, and opportunities in the final master plan. If there is a gateway already developed or if a community group would like to develop one, the final Plan can include it.
    - Comment: Include rough cost estimates for burying utility lines in plan.

Next Steps

Scott Richman wrapped up the meeting and provided the group with next steps for the project. They include:

- Revising and finalizing the Preferred Land Use and Transportation Alternative memo to address STAC and City comments.
- Revise Implementation Measures memo to address STAC and City comments.
- Draft Uniontown Master Plan including cost-estimates and funding sources.
- The next Public Event will be held on May 22nd from 4:30 to 6:30 p.m. at the Holiday Inn Express.

Astoria Uniontown Reborn Master Plan

Joint Stakeholder and Technical Advisory Committees (STAC)

Subject	**STAC #4 Meeting Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke Jordan, Jacobs
Date	July 19, 2019

Participants

Project team

Michael Duncan, ODOT Region 2
Matt Hastie, APG (via telephone)
Brooke Jordan, Jacobs
Mike Morgan, City of Astoria
Scott Richman, Jacobs (via telephone)

STAC Members

Nathan Crater, City of Astoria
Jeff Harrington, City of Astoria
Dan Hauer, Hauer's Repair
Jeff Hazen, Sunset Empire Transit District
Brookley Henri, City Planning Commission
Nancy Montgomery, Columbia Coffee Roasters
David Reid, Astoria Chamber of Commerce
Sue Transue, Port of Astoria
Caroline Wuebben, Holiday Inn Express

Welcome, Introductions, and Agenda review

Mike Morgan, City of Astoria's Project Manager, welcomed STAC members and reviewed the meeting agenda. The purpose of this last STAC meeting is to review and discuss proposed land use and transportation recommendations for the Uniontown Reborn Master Plan.

Project Update

Brooke Jordan provided an overview of the work completed since the last STAC meeting held in April.

The Project Team held the third and final Public Event #3 on May 22nd and has attempted to incorporate input from the public received at and following that event, plus input from the City Council, into the Project's revised preferred land use, transportation, other public improvements, and implementation recommendations.

Building heights continue to be an issue of interest, with feedback either supporting or challenging allowance of up to 45-foot tall buildings along W. Marine Drive. Participants emphasized the importance of retaining and not losing parking, and providing public parking locally for any on-street spaces that would be displaced, slowing motorized traffic particularly in the Uniontown Core, and providing more safe and comfortable conditions for people walking, plus improving the economic viability of adjacent properties.

The City Council provided general support for the draft recommendations at their work session held on June 13th. The Council requested that the proposed development code consider restricting hotels and/or uses above the first floor or as a percentage of building floor area to office or residential uses. Primary transportation concerns were to improve conditions including crossings for pedestrians, retaining or increasing public parking, and reducing vehicle speeds, and concerns about the draft recommendation to prohibit left turns from eastbound W. Marine Drive onto Bay Street.

At this point, the planned schedule is to present to the Planning Commission at their public hearing on August 6th, complete the Final Draft Uniontown Reborn Master Plan by late August, and complete the adoption process through the City Council in September.

Review Draft Preferred Land Use Alternative

Matt Hastie reviewed the preferred land use alternative that emerged during the last phase of the project. The preferred land use alternative is organized around a Uniontown Overlay Zone (UTO) that includes two subareas: Gateway Subarea and Core Subarea. Each subarea includes five prescriptive land use elements, including (1) allowed uses, (2) landscaping and setbacks, (3) building heights and massing, (4) off-street parking, and (5) design standards. Descriptions of each of the five land use elements and how they apply to each subarea are included below.

- **Allowed uses**

- Gateway Subarea: Prohibit industrial uses and automotive sales but continue to allow auto oriented commercial uses such as retail, drive-through facilities, and convenient stores.
- Core Subarea: Prohibit industrial uses, automotive sales, gasoline service stations, automotive service and repair, and drive-through facilities.

- **Landscaping and setbacks**
  - Gateway Subarea:
    - No maximum or minimum setbacks, except for a 5-foot minimum landscaping strip along W Marine Drive.
    - Parking must be to side or rear of building, and at least 15% of lot area must be landscaped and visible from public right of way.
    - Establish enhanced minimum planting requirements
    - Note: When recommending code changes, it is important to message to City Council and the Planning Commission that the recommendations have been vetted via a public process using evaluation criteria.
  - Core Subarea:
    - Establish a maximum setback of 5-feet, with exception for of an easement or utilities or the creation of a pedestrian plaza or wider walkway.
    - Do not require minimum landscaped area or lots to be landscaped according to municipal code.
- **Building heights and massing**
  - Gateway and Core Subareas: Preferred building height throughout the project area would allow for 45-feet maximum height throughout the area, requiring any part of a building above 35 feet to be stepped back from the main façade by a minimum of 10 feet.
- **Off-street parking**
  - Gateway and Core Subareas:
    - Require off-street parking for most new development.
    - Provide reductions and exemptions to parking standards where reasonable.
      - Minimum parking space requirements may be reduced for smaller buildings, minor building expansions, and for buildings that cover maximum area of a site.
- **Design guidelines**
  - Gateway and Core Subareas: Prohibit architectural elements and styles that are inconsistent with the predominant architectural context in the area to address
    - Building Form and Style
    - Roof Form and Materials

- Doors
- Windows
- Siding and Wall Treatment
- Awnings
- Lighting
- Signs

The project team introduced the Implementation Measures memo to the STAC and outlined that it will address proposed amendments to land use code to support the implementation of the preferred draft land use alternative and UTO. The memo includes specific code language and is consistent with the proposed land use alternative previously discussed. STAC members will receive a copy of the memo after the meeting.

Discussion

Question: Where will people park and how can the code ensure that there is enough parking?

- The code requires that new developments or redevelopments provide parking. However, it includes some exceptions to support economic development. Providing parking can be very expensive for property owners and can hinder economic development opportunities.

Question: Is 45 feet an acceptable building height for Uniontown?

- It is a workable height in Uniontown but building width should also be considered.
- Allowing taller buildings is important for economic development purposes. Infill development needs to be able to effectively utilize limited space, and taller buildings can achieve that.
- The planning commission is considering reducing the building height to 28 feet with exceptions for affordable housing and water-dependent uses.

Review Draft Preferred Transportation Alternatives

Scott Richman reviewed the draft Preferred Transportation Alternatives. The preferred cross-section for West Marine Drive is a reconfiguration from four travel lanes to three travel lanes, one eastbound and two westbound lanes, with a center two-way left turn lane. The preferred alternative includes wider sidewalks and at least a westbound bike lane. The following four transportation elements are recommended as part of the preferred transportation alternative.

- **Pedestrian improvements include the following recommendations:**
    - Improve pedestrian conditions with ADA upgrades, widening sidewalks to minimum of 6 feet, adding a 4-foot minimum planting strip buffer between roadway and sidewalk where feasible, and locating utilities in planting strip, not the sidewalk.
    - Add street lighting at Hamburg Avenue.
    - Add a center median refuge at Bay Street to enhance protected pedestrian crossing.
- **Bicycle improvements include the following recommendations:**

- Add a new eastbound bike lane between Smith Point Roundabout and 6th Street and recommend widening bike lane to 6' where possible.
- Complete existing westbound bike lane gap between 6th Street and Columbia Avenue/Bond Street.
- Implement a green paint treatment for the westbound bike lane approaching the US 101 bridge to indicate potential conflict area for right turning vehicles.

- **Transit improvements include the following recommendations:**
  - Develop formalized and branded bus stops with pullouts, shelters, and other amenities.
  - Pedestrian and bicycle improvements along W. Marine Drive would enhance access to transit, including median refuges, sidewalk buffers, lighting, and ADA compliant ramps.
  - New developments and proposed land use changes could also support transit and enhance multimodal character.
- **Driving facilities improvements include the following recommendations:**
  - Remove the eastbound lane between Smith Point Roundabout and 8th Street, and westbound lane between the Columbia Avenue/Bond Street intersection and 8th Street.
  - Add a 14-foot-wide center two-way left turn (TWLT) lane throughout corridor, providing protected left turn storage on roadway.
  - Maintain a right turn lane at the US 101 bridge.
  - Work with ODOT on design standards for travel lanes of less than 12 feet, and horizontal/vertical "hole in the air" space that is sufficient to accommodate large trucks because W. Marine Drive is State-designated freight route.

Benefits and Impacts of the West Marine Drive Reconfiguration:

- Benefits:
  - The reconfiguration would create a more inviting street environment for businesses and residents.
  - The ability to more easily make left turns would create a more comfortable driving environment.
  - A safer roadway environment by reducing pedestrian and bicycle fatalities, and reducing all roadway crashed by 29%.
- Impacts:
  - The reconfiguration could increase travel times by up to 3 minutes by 2035. It is important to note that this represents the absolute worst travel conditions during the peak traffic volumes, most likely on weekends during the summer months.

Draft Public Improvements

Scott Richman also provided an overview of the proposed public improvement recommendations. These additional improvements are recommended to support the land use and transportation alternatives,

and they are important to creating a safer and more inviting neighborhood for both residents and businesses. They include the following elements:

- Enhanced pedestrian crossings
- Improved lighting
- Improved pedestrian and bicycle connections from:
    - River trail to pedestrian crossing east of roundabout
    - Kingston Ave
    - Melbourne Ave
- Transit stop improvements with amenities
- Potential off-street parking areas
- Gateway opportunities at the edges of the Uniontown Neighborhood.

STAC Discussion

Question: Would new medians be paved, brick, or include plantings?

- Development of the medians would be determined during the design phase but the City and ODOT will need to coordinate to ensure appropriate materials and design is being used.
    - Comment: There has been a lot of resistance from the freight community to installing pedestrian median refuges. The main issue has to do with trucks coming off the US 101 Bridge traveling east on West Marine Drive. Staff will need to coordinate with ODOT staff on the design in order to move forward and address any potential issues. A moveable and pre-cast median may be an option.

Question: How specific will this project get with potential gateway improvements?

- Researching potential examples and coordinating with ODOT on possible treatments will be important. For example, excessive landscaping can become an issue for ODOT maintenance and then a question of jurisdictional responsibility. It's important to memorialize recommendations, constraints, and opportunities in the final master plan. If there is a gateway already developed or if a community group would like to develop one, the final Plan can include it.
    - Comment: Include rough cost estimates for burying utility lines in plan.

Next Steps

Scott Richman wrapped up the meeting and provided the group with next steps for the project. They include:

- Revising and finalizing the Preferred Land Use and Transportation Alternative memo to address STAC and City comments.
- Revise Implementation Measures memo to address STAC and City comments.
- Draft Uniontown Master Plan including cost-estimates and funding sources.

- The next Public Event will be held on May 22nd from 4:30 to 6:30 p.m. at the Holiday Inn Express.

APPENDIX M: Summary of Public Events

Astoria Uniontown Reborn Master Plan

Subject	**Public Event #1 Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke, Jordan, Jacobs
Date	November 16, 2018

Meeting Summary

The City of Astoria hosted the first public event for the Astoria Uniontown Reborn Master Plan. The meeting was held on Wednesday, November 7th, 2018 from 5:30 p.m. to 7:00 p.m. A total of # attended. The meeting began with a short presentation to introduce the project, then transitioned into an open house format with three stations, each staffed by members of the project team. Participants submitted 47 comments describing issues and concerns for transportation and land use considerations. Comments are summarized below.

Transportation comments:

- Poor sidewalk conditions, including obstructions from utility poles
- Unsafe pedestrian conditions on Alameda Avenue due to lack of sidewalks
- Need safer pedestrian crossings, signalized crossings preferred, on West Marine Drive near Bay Street and between Hamburg and Portway Streets
- Need improved pedestrian scale lighting and more visible crosswalk lights at the US-101 roundabout
- Need roundabout at West Marine Drive and Kingston Avenue
- Need safer bicycle facilities
- Riverwalk and Trolley Trail is underutilized, it's dangerous for bicyclists

- Trolley doesn't accommodate commuter schedules
- Need to improve connectivity and walkability

Land use and Economic comments:

- Reinforce historic character of Uniontown
- Develop stronger link between tourism and industry
- Concern about parking availability and need to change parking minimums
- Need more clarity regarding the Bridge Vista Overlay Zone (BVO) impacts to development
- Support for more affordable house and questions regarding how to maintain affordable rents while also improving building and attracting new development

Action items

- Hearing concerns about a limited time to review and comment on materials about the project, the City has agreed to extend the online open house until late November. Comments may be submitted through November 26th.
- The project team will use this public input to develop evaluation criteria for alternatives.
- Feedback from this public event will be applied in the next revision of project reports.

Action items

- SAC and TAC will continue to come together for combined meetings moving forward.
- The next STAC meeting will include time to visit key points in the project area.
- The project team will use STAC input to develop evaluation criteria for alternatives.
- Feedback from this STAC meeting will be applied in the next revision of project reports.

Astoria Uniontown Reborn Master Plan

Subject	**Public Event #2 Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke, Jordan, Jacobs
Date	February 6, 2019

Meeting Summary

Public Event #2 for the Astoria Uniontown Reborn Master Plan was held on February 6th, 2019 at 4:30 p.m. at the Holiday Inn Express. As meeting participants arrived, a sign-in sheet was available to allow people to be added to the City's email list for project information. 17 people requested to be added to the email list. Brett Estes, Astoria City Manager, opened the meeting and welcomed members of the public. Scott Richman, Consultant Project Manager, summarized the project background, project objectives, and the project's various community stakeholders. Scott provided a recap of Public Event #1 and a review of Land use and Transportation options being considered as part of the Plan.

Review Draft Land Use Alternatives and Transportation Options

Draft Land Use Alternatives

Scott presented the proposed Uniontown Overlay Zone, which consists of 2 subareas: Uniontown Gateway Subarea and the Uniontown Core Subarea. Scott also presented the alternative strategies that that are being considered.

Uniontown Overlay Zone
The Uniontown Overlay Zone is proposed for the West Marine Drive Corridor to implement the land use vision of the Uniontown Reborn Master Plan. The overlay zone is intended to apply to most commercial and industrial properties that have street frontage on West Marine Drive between the roundabout at the head of the New Youngs Bay Bridge/Highway 101 to the west and Columbia Avenue to the east. This area covers many of the commercial properties in the Uniontown-Alameda Historic District. Some properties on the north side of West Marine Drive within the proposed overlay zone are currently included in the BVO but being proposed to change into the new zone.

There are two potential subareas within the Uniontown Overlay Zone: Uniontown Gateway and Uniontown Core.

- **Uniontown Gateway (roundabout to Ilwaco Avenue)**

The vision for this subarea will be to incrementally transition into a more pedestrian-oriented and walkable form. New buildings or additions would be placed closer to the street frontage and landscaping or public plazas would create a more attractive street life. Parking lots and auto-oriented uses would be screened or discouraged, and new development would respect and strengthen the historic character of the area.

- **Uniontown Core (Ilwaco Avenue to Columbia Avenue)**
  The vision for this subarea will be to preserve and strengthen the traditional urban pattern of area, even as new buildings are added. New developments or redevelopments will reflect the historic character and identity of the area as a traditional commercial "Main Street," including buildings fronting the street, storefront facades with large windows, and historically appropriate architectural elements.

Alternative Strategies
Alternative strategies for implementing the Uniontown Overlay zone categorized in five topic areas:

6. **Use Regulations:**
   - **Alternative 1:** Emphasize the historic character by connecting people to tourism-related businesses.
   - **Alternative 2:** Feasible development types, even if not pedestrian-friendly.

7. **Setbacks and Landscaping:**
   - **Alternative 1:** Emphasize specific urban development patterns but require minimal on-site landscaping.
   - **Alternative 2:** Allow for flexibility in placement of buildings but require more landscaping.

8. **Building Height and Massing:**
   - **Alternative 1:** Promote development feasibility by allowing for more efficient use of land.
   - **Alternative 2:** Promote development feasibility while balancing compatibility with historic character.
   - **Alternative 3:** Maximize views and keep development consistent with existing buildings.

9. **Off-Street Parking:**
   - **Alternative 1:** Reduce burden of off-street parking and leverage utilization of existing off-street parking.
   - **Alternative 2:** Work to achieve Uniontown Core goals but does not reduce existing parking requirements.

10. **Design Standards and Guidelines:**
    - Apply a set of design standards and guidelines focuses on a uniform set of developed standards and guidelines for the area to maintain the historic character of the area. They are modeled on the Bridge Vista Overlay but tailored to issues specific to uses in the Uniontown Overlay Zone.

Draft Transportation Alternatives

Along with the land use alternatives, Scott provided an overview of the transportation improvements for the Uniontown area. The alternatives respond to the goals and vision for the project and take into consideration findings and recommendations in the Astoria Transportation System Plan. The study area includes West Marine Drive (US 101) between the Smith Point Roundabout (OR 202) and Bond Street. There are four alternatives:

5. **Alternative 0 – No Build:** Do nothing. Retain the existing 4-lane roadway, with 2 lanes in each direction, left turn lanes at major intersections, and a bike lane provided in westbound direction only. Alternative 0 also retains the 6 ft wide sidewalks.

6. **Alternative 1 – Three Travel Lanes:** Reconfigure the roadway to provide 1 lane in each direction with a center turn lane/median area, and an eastbound bike lane to provide bicycle in each direction. Alternative 1 also provides more space for wider sidewalks.

7. **Alternative 2 – Four Travel Lanes:** Reconfigure roadway to provide 2 westbound lanes, 1 eastbound lane, and a bike lane in westbound direction only. Alternative 2 also provides more space for wider sidewalks.

8. **Alternative 3 – Five Travel Lanes:** Reconfigure roadway to provide 2 lanes in each direction with a center turn lane or raised median, and a bike lane in westbound direction only. Alternative 3 also provides more space for wider sidewalks.

Additional Improvement Options

Scott provided an overview of the additional improvement alternatives that were identified through stakeholder interviews, STAC meetings and previous public engagement efforts.

Additional Improvements	Description
Landscaping	Revise the City's development code landscaping standards to enhance aesthetics incl. along W. Marine Dr.
Fragmented Property Ownership	Purchase unused land for public uses, such as public parking or street lane, sidewalk/landscaping areas to support a more cohesive development pattern in Uniontown.
Off-Street Parking	Purchase and utilize vacant lots in exchange for on-street parking removal for traffic, safety, and parking on constrained W. Marine Dr. Shared parking between multiple properties to reduce new development parking minimums burden.

Historic Character	Continue Storefront Improvement Program to help restore older buildings and preserve historic character. Strengthen historic standards to ensure new development compatibility.
Pedestrian Crossing on Marine Drive	Installing improved crossings and signals and constructing curb extensions to shorten the distance required to cross the street could improve safety for people crossing Marine Drive.
Port of Astoria Traffic	Add right turn lane from Portway to W. Marine Dr. to reduce congestion and improve safety for all road users - including Port of Astoria truck egress.
Bay Street Extension	Extend Bay Street to provide another connection to Astoria Riverwalk.
Uniontown and Alameda Access	Utilize sections of unused right-of-way to improve pedestrian access between Alameda Ave. and W. Marine D. Topography is challenging - considering ADA compliance.
Problematic Traffic Patterns	Improvements to arterials and alternative route options could create a more efficient transportation system.
Driveways on Marine Drive	Reduce number of commercial driveways on W. Marine Dr., to reduce potential conflicts (drivers, pedestrians, and bicyclists).
Safe and Convenient Transit	Enhance public transportation service and encourage more use by enhancing stops amenities and accessibility, including consideration of bus pullouts.
Improved Lighting	Install new LED streetlights and rapid flashing crosswalk lights to improve visibility and safety.
Improved Bicycle Facilities	New and enhanced north-south pedestrian and bicycle facilities to provide safer and improved connections with the Oregon Coast Bike Route (OCBR), plus local pathways.

Q & A Discussion and Public Comments

Participants commented on alternative options and provided feedback to the project team. A total of 14 comments were provided by meeting participants, that covered a range of themes.

Participants were also encouraged to provide written comments using comment forms. Approximately 55 comments were recorded, and the main themes are listed below. Scanned copies of received comment forms are also provided below.

Land Use Themes

The public provided roughly 25 comments on land use related topics, such as historic character, landscaping, and economic development. Landscaping was a recurring theme, with community members desiring better landscape requirements, removal of invasive plants, and cost-effective maintenance of new landscaping. Maintaining and improving the historic character and aesthetic of Uniontown received several comments, including reducing or burying unsightly utility lines, requiring regular upkeep of properties in the area, and identifying public spaces for more community activity.

Feedback indicated that most respondents prefer the following alternatives for the specific land use topics.

- **Use Regulation:**
  - Alternative 1: Emphasize the historic character by connecting people to tourism-related businesses.
- **Setbacks and Landscaping – there was equal support for both Alternative 1 and 2:**
  - Alternative 1: Emphasize specific urban development patterns but require minimal on-site landscaping.

    OR
  - Alternative 2: Allow for flexibility in placement of buildings but require more landscaping.
- **Building Height and Massing – there was equal support for both Alternative 2 and 3:**
  - Alternative 2: Promote development feasibility while balancing compatibility with historic character.

    OR
  - Alternative 3: Maximize views and keep development consistent with existing buildings.
- **Off-Street Parking:**

  Alternative 1: Reduce burden of off-street parking and leverage utilization of existing off-street parking.

- Historic Character/Neighborhood Aesthetic
  - Strong support for reducing or burying utility wires/cables to create a more visually attractive Uniontown.
  - Maintain historic character by controlling building façades, height, bulk, and setbacks.
  - Require building owners to paint and maintain their properties on a regular basis.
  - Community desire for more public art.
  - Interest in public spaces by identifying publicly owned land for more public parks and pedestrian pathways.
  - Include more trees and benches to compliment pedestrian and public space activity.
  - Update sign regulations to better control height and size of signs/billboards.
  - Limit new auto-oriented businesses and modify existing ones to be more aesthetically appealing.
  - Upgrading aesthetic feel of district will bring interest from other potential users, rather than developing new tourism-specific businesses.
- Economic Development
  - Support for balancing economic development with public will/interest, while also allowing important economic investment and local tax revenue.
  - Community desire to limit building height but allow flexibility in how space inside a building is created (i.e. varying ceiling height).
  - Consider additional seismic codes, and environmental impacts of new developments as part of an updated land use framework.
- Landscaping
  - Strong community interest in improved landscaping.
  - Remove invasive plant species and replace with native plants that require minimal upkeep.

- Improve lighting and consider most appropriate lighting (i.e. type, power, projection, etc).
- Landscaping is an important aspect of Uniontown, but how will the City maintain and what is the cost?

- Miscellaneous
  - Collaborate with DLCD before moving into any hearings processes to avoid unexpected barriers.

Transportation Themes

The public provided roughly 20 comments on transportation related topics, such as safety, traffic, multimodal transportation, and parking. Community members raised concern about traffic impacts from freight entering and exiting the Port and suggest roadway widening, adding a turn lane, or transforming Portway St into a one-way street. Other comments highlighted the importance of improving pedestrian and bicycle infrastructure for access and safety. Feedback indicated that most respondents prefer transportation Alternative 2.

Alternative 2 reconfigures Marine Dr. from 4 vehicle lanes to 1 eastbound lane and 2 westbound lanes, plus a center turn lane/raised median.

- Reduces capacity for eastbound through traffic
- Adds left turn lanes at Portway St and Hamburg Ave
- Reduces vehicle conflicts eastbound and improves safety
- Provides sidewalks on both sides of the street
- Provides bike lane in westbound direction only

- Safety
  - Emphasize safety in transportation improvements.
  - Include more crosswalks with rapid flashing beacons and pedestrian islands.
  - Improve pedestrian crossings
  - Bay St needs to be upgraded with better signals/lighting, and additional improvements should be considered at Basin, Portway, and Hamburg.

- Parking
  - Interest in alternatives that retain parking.
  - Public parking lots or areas would be beneficial to the area.
  - Reduce number of parking lots between businesses.
  - Consider bio-swale drainage to control runoff from parking lots.

- Traffic
  - Current and future traffic volumes should play an important role in future transportation decisions.
  - Interest in roadway design and programs that influence vehicle speed.
  - Concern that reducing lane widths might exacerbate traffic problems associated with freight trucks and increased tourism.
  - Transportation solutions should plan for future demand and population growth.

  - Strong community support for widening and adding a turn lane on Portway.
  - Consider transforming Portway into a one-way street to allow for easier left or right turns off Portway and onto Marine Dr. Hamburg could also be a one-way street for trucks entering the Port, off Marine Dr.
- Access
  - Bay street should extend to Industry St
  - Support for better access between Uniontown and Alameda, possible by bridge or fire station.

- Multimodal
  - Desire to balance multiple transportation modes, while emphasizing the access for pedestrians and bicycles.
  - Interest in alternatives that include bicycle infrastructure.
  - Improve public transportation and incorporate Sunset Empire's 2016 Strategic Plan into Uniontown Reborn.
  - Encourage more cycling by adding bike lanes on both sides of the street and more bike racks throughout the area.

Astoria Uniontown Reborn Master Plan

Subject	**Public Event #2 Summary**
Attention	Mike Morgan, City of Astoria Michael Duncan, ODOT
From	Scott Richman, Jacobs Brooke, Jordan, Jacobs
Date	May 22, 2019

Meeting Summary

Public Event #3 for the Astoria Uniontown Reborn Master Plan was held on May 22nd, 2019 at 4:30 p.m. at the Holiday Inn Express. As meeting participants arrived, a sign-in sheet was available and 23 people signed-in. Mike Morgan, Astoria Project Manager, opened the meeting and welcomed members of the public. Jamin Kimmell, of the project consultant team each presented an overview of the preferred land use alternatives. Scott Richman, Consultant Project Manager, and Brooke Jordan, project team member, presented the preferred transportation alternatives and public improvements for Uniontown.

Brooke summarized feedback and identified land use and transportation themes from Public Event #2. Land Use themes and feedback emphasized the historic and aesthetic character of Uniontown, landscaping, and economic development. Transportation themes and feedback emphasized safety, multimodal options, parking, and traffic impacts. This feedback helped guide and refine draft preferred alternatives that were presented in Public Event #3.

Preferred Land Use Alternatives, Transportation Options, and Public Improvements

Draft Preferred Land Use Alternatives

Jamin Kimmel presented the draft preferred land use alternatives that are organized around five topic areas, Allowed Use Regulation, Setbacks and Landscaping, Building Height and Massing, Off-Street Parking, and Design Standards and Guidelines.

11. **Allowed Use Regulations:**
    - Prohibit new industrial uses throughout Uniontown.
    - Prohibit auto-oriented uses, gas stations, and drive-throughs in the Core Subarea.
12. **Setbacks and Landscaping:**
    - Gateway Subarea:

        - No min or max setback (buildings can be set back from street).
        - Minimum of 15% of site must be landscaped and landscaping must be visible from the street.
        - Parking lots must be to side or rear of building.
    - Core Subarea:
        - Max 5-foot setback (building must "front the street").
        - Landscaping only required in parking lots (planter islands).
        - Parking lots must be to side or rear of building.

13. **Building Height and Massing:**
    - Max building height of 45-feet throughout the area, but 10-foot "stepback" required above 35 feet.
14. **Off-Street Parking:**
    - Require off-street parking for most new development.
    - Allow reduction or exemption for smaller businesses, minor additions, or where existing building covers most of lot.
15. **Design Standards and Guidelines:**
    - Require new developments and major renovations to conform to design standards and guidelines intended to preserve historic character of area.
        - Standards and guidelines address:
        - Building form and style
        - Roof form and materials
        - Siding and wall treatment
        - Doors, windows, lighting
        - Awnings, signs

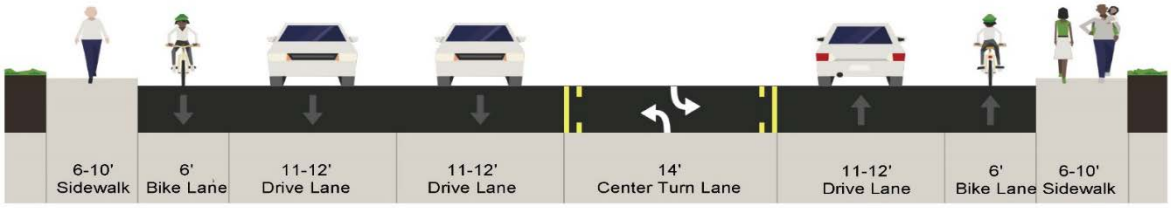
Draft Preferred Transportation Alternatives

Along with the land use alternatives, Scott provided a brief overview of the original 4 transportation alternatives. Alternative 2 was selected as the preferred alternative but refined to best meet the transportation needs in Uniontown.

- **Alternative 2:** Reconfigure roadway to provide 2 westbound lanes, 1 eastbound lane, and a bike lane in both directions. Alternative 2 also provides more space for wider sidewalks.

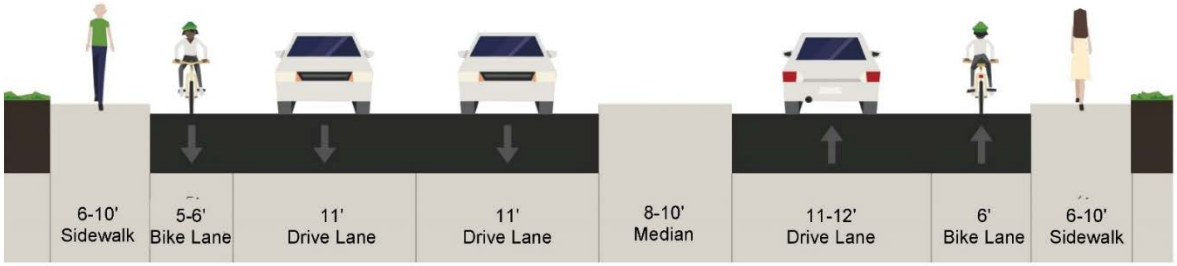
Refinements to Alternative 2 consist of six roadway reconfigurations at various locations along Marine Dr. Below are the six roadway configurations and their potential locations.

Segment A: Hamburg to west end of elevated US 101 bridge approach; east end of elevated US 101 bridge approach to US 101 Bridge intersection; Bay Street to Motel 6 Driveway; Columbia Street

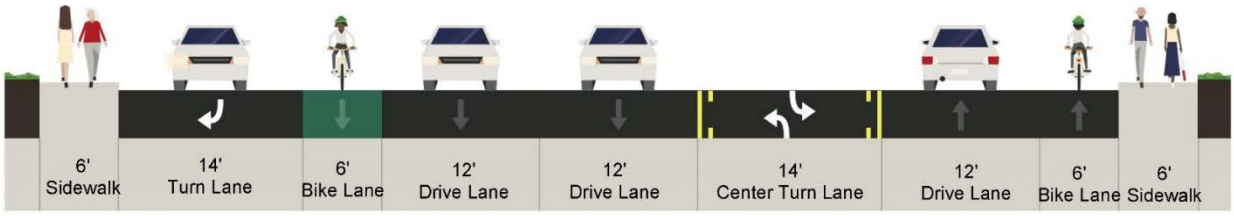


intersection.

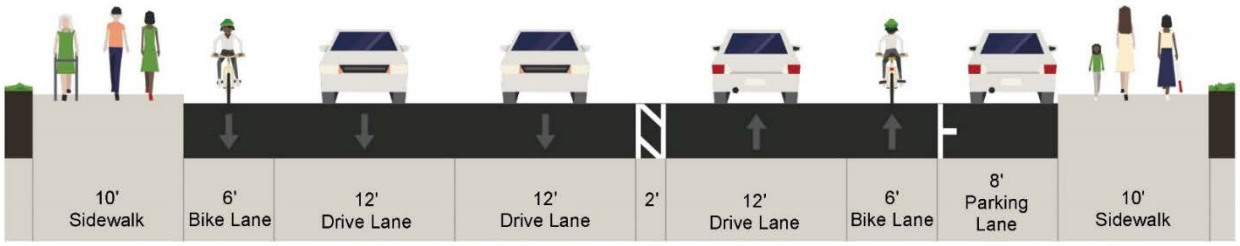
Segment B: Underneath elevated US 101 Bridge approach (west); Bay Street intersection.



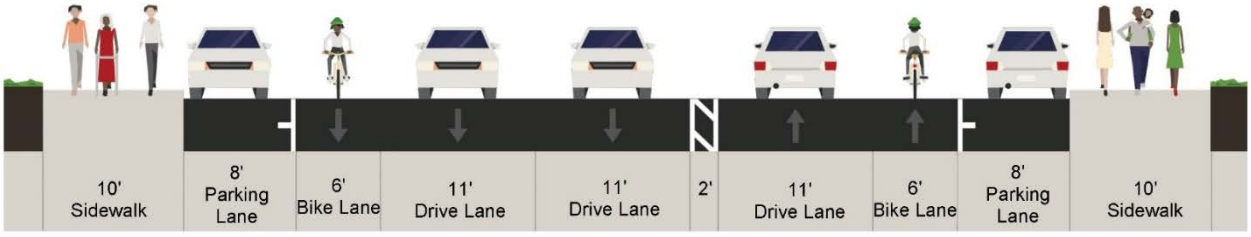
Segment C: US 101 Bridge intersection to Basin St.



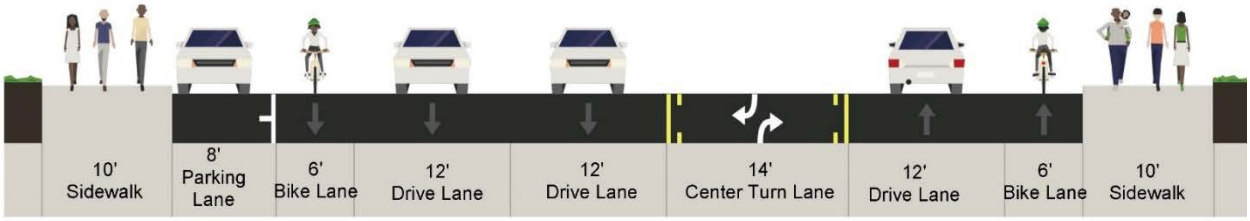
Segment D: Motel 6 Driveway to Bay Street.



Segment E: Bay St to Columbia Ave (West)



Segment F: Bay St to Columbia Ave (Middle)



Draft Proposed Public Improvements

Brooke Jordan provided the public with an overview of the preferred public improvements that were identified through stakeholder interviews, STAC meetings, and previous public engagement efforts. The proposed public improvements include the follow:

- **Enhanced Pedestrian Crossings:** Add signage and rectangular rapid flashing beacon (RRFB) signals.
- **Lighting Improvements:** Add pedestrian scale lighting and infill lighting where it is deficient.
- **Improved Pedestrian/Bike Connections:**

  - Connect river trail to pedestrian crossing east of the Smith Point roundabout
  - Connection from Kingston Ave
  - Connection from Melbourne Ave
- **Wayfinding Improvements:** Signage and QR code options.
- **Transit Stop Improvements:** Improved bus stops with amenities (shelter, bench, lighting, trash receptacle).
- **Gateway Opportunities:** Consider gateway opportunities as people enter Astoria, Oregon from Washington.
- **Potential Off-Street Parking:**
  - Enterprise parking lot
  - Wauna parking lot
- **Existing Landscaping:** Maintain or improve existing landscaping only.

Impacts and Benefits of Preferred Alternatives

Transportation Reconfiguration Impacts

Overall, most of the intersections would meet mobility targets by 2035 with the proposed roadway reconfiguration. Intersections would operate at a volume/capacity ratio (v/c) of .65 or better, experiencing a slight ratio increase of .3 from 2023 baseline PM peak hour.

At W. Marine Drive/Columbia Avenue/Bond Street intersections, mobility targets are marginally exceeded with higher traffic volumes. The increase in traffic volume would be due to reducing eastbound and westbound traffic to one lane in each direction. Mitigation strategies can be put in place to control the increased volume through longer signal cycles and turn restrictions.

Transportation Reconfiguration Benefits

The proposed transportation reconfiguration would result in several positive benefits for Uniontown:

- All roadway crashes are predicted to decrease by 29%.
- Improved safety benefits at Hamburg, Portway, 2nd, 3rd, 4th, 5th, 6th, and 7th intersections.
- Dedicated, visible spaces for left turns, people walking, bicycling, and using transit would create a more conformable and safer environment for all modes.
- More inviting environment for businesses and residents – compatible with Preferred Land Use Alternative in Uniontown Gateway and Core areas.

Public Event Feedback

Preferred Land Use Alternatives Feedback

Feedback:

Meeting participants responded to whether the preferred land use alternatives achieve Uniontown's priority of a historic, walkable, vibrant, attractive, local, and interesting neighborhood by recording *'yes' or 'no'* and an explanation on a comment form. In general, event participants agreed that the draft preferred alternatives do achieve their desires for Uniontown. Below are a collection of comments received for each land use element.

Public Event #3 Comment Form

Land Use Elements	Description	Public Event #3 Comments
Allowed Uses	• Prohibit new industrial uses throughout Uniontown. • Prohibit auto-oriented uses, gas stations, and drive-throughs in the Core Subarea.	• Yes, but industrial uses may not need to be prohibited. Perhaps as a conditional use.

Landscaping and Setbacks	Gateway Subarea: • No min or max setback (buildings can be set back from street). • Minimum of 15% of site must be landscaped and landscaping must be visible from the street. • Parking lots must be to side or rear of building. Core Subarea: • Max 5-foot setback (building must "front the street"). • Landscaping only required in parking lots (planter islands). • Parking lots must be to side or rear of building.	• May regret not allowing minimum or maximum setback in Gateway Subarea.
Building Height and Massing	Max building height of 45-feet throughout the area, but 10-foot "stepback" required above 35 feet.	• Set height at 35 feet with the stepback. • Much of the area is built out, unsure if land valuation requires 45 feet. • Unsure if 45-foot height benefits or represents Uniontown.
Off-Street Parking	• Require off-street parking for most new development. • Allow reduction or exemption for smaller businesses, minor additions, or where existing building covers most of lot.	• Yes/No – In favor of more exceptions. • Yes, public parking by Melbourne crossing and transit.
Design Guidelines	Require new developments and major renovations to conform to design standards and guidelines intended to preserve historic character of area. Standards and guidelines address: • Building form and style • Roof form and materials • Siding and wall treatment • Doors, windows, lighting • Awnings, signs	• Consider fireproof metal materials.

Preferred Transportation Alternatives Feedback and Prioritization

Feedback:

Meeting participants responded to whether the Marine Dr. roadway reconfiguration will meet certain project goals. In general, respondents believed that, yes, the potential transportation alternatives will positively impact Uniontown.

Public Event #3 Comment Form

Goal	Public Event #3 Comments
Improve safety for all modes, and especially pedestrians and cyclists	• Improve Riverwalk for bikes. • Yes, if 2 traffic lanes (not 3) continue through Uniontown core. • Yes, if a combination of reduced travel lanes and speed are implemented. • Yes, bike lane configurations are realistic and are very important.
Strengthen livability and economic vitality	• Yes, but consider removing 2nd westbound lane between Columbia and bridge entry to west, consider parking and landscaping instead.
Created balanced land and efficient multimodal transportation system	• If bike lanes and pedestrian improvements are installed.

Other related comments:

- 2 story commercial buildings are the norm in Cape Cod, including chain hotels, and their land costs eclipse Astoria's – providing an example of more density for Astoria.
- Consider turning parallel parking on Bay St to angled parking.
- Could ODOT implement re-striping without waiting for expensive improvements?
- Encourage connectivity between Uniontown and Riverwalk.
- Can the 'car-port' looking covering be removed or visually improved at the southbound bridge entry ramp into Astoria?
- Consider omitting the 2nd westbound lane, east of the bridge entry from north.
- 45-foot building height does not belong in Uniontown.

Preferred Public Improvements Feedback and Prioritization

Feedback:

Meeting participants were invited to leave comments on a poster board print-out of the above public improvement map. Most comments were specific to certain public improvements concepts.

- Gateway:
    - The current roundabout is nice.
    - Gateway art and landscaping needed coming off of bridge.
- Wayfinding:
    - Add wayfinding from Port area at Riverwalk to Uniontown.
    - Historical signs in Uniontown, QR codes, sponsored signs are important.
- Lighting Improvements:
    - Pedestrian-scale lighting and street lighting more aesthetically pleasing
    - Overhead lighting at Bay St crossing
- Landscaping
    - Street trees are important.
    - Overall landscaping improvements are important.
- Parking:
    - Consider parking lot improvement near Fire Station.
    - There is concern about the loss of parking spaces along West Marine Drive and their impacts to businesses.
- Bay St. – people turn left onto Bay St. which give access behind Helping Hands Shelter.
- Consider improving transit stops to be historic in character and unique in design.
- Consider spacing between signs and cross walks.

Prioritization:

Meeting participants identified their top public improvement concepts during the public event. People indicated a desire for safer and more pedestrian friendly streets**. Improved Pedestrian/Bike Connections** was the highest priority improvement, with **enhanced pedestrian crossings**, and **wayfinding improvements** receiving the second and third most votes. Below are the votes each improvement received through 'dot voting,' by placing a sticker on the poster board, and by writing their choices on comment forms.

- Improved Pedestrian/Bike Connections: 7
- Enhanced Pedestrian Crossings: 4
- Wayfinding Improvements: 4
- Lighting Improvements: 3
- Gateway Opportunities: 2
- Existing Landscaping: 2
- Transit Stop Improvements: 1
- Potential Off-Street Parking: 1

Q & A Discussion and Public Comments

Below are questions and answers recorded on large flip chart sheets during the public event. 'Q' is for the question asked by a community member, 'A' is for answer provided by the consultant team, and 'C' is general comment made by a community member.

- Q: Why the change to no left turn lane and 2 lanes?
    - A: An additional lane was needed for traffic flow. One lane alone would not meet ODOT standards.
- Q: Why is there no change to speed limits?
    - A: Not determined until decision but expect speeds to be lowered.
- Q: What are volumes now vs 2035?
    - A: That information can be provided.
- Q: Why not keep one lane each way in Uniontown core business district?
    - A: The project team can take another look at this, but any solution will need to be in balance with multiple goals.
    - A: Two choke points on either side of town.
- Q: There are visibility issues in area in front of Tobacco Shop – is there a possible alternative truck route around Astoria?
    - Freight route is given but focus on safety.
- Q: What happens if there is a crash on Bridge?
    - Passable space still there with center turn lane.
- Q: Would a 1-way design provide more on-street parking at Columbia and 8th?
- Q: Is there a plan to underground utilities?
    - Undergrounding utilities would be complex to implement but could be a focus of next design phase.
- Q: Concern with bikes adjacent to wide trucks, RVs, etc.
    - A: Making bike delineation clear to drivers will be key.
- C: Support for bike lanes both ways, clearly marked is key.
- Q: Can more bikes go to Riverwalk?
    - Tracks are an issue.
- Q: Because Kingston and Melbourne crossings are too steep for bikes (public staircase access likely), what about Smith Point roundabout intersection?
    - A: Yes, Smith Point roundabout improvement would include a bicycle access element as well as pedestrians. The other two improved connections are likely just pedestrian oriented improvements due to geography.
- Q: Where will scooter go?
    - A: Scooters will go in bike lanes.
- Q: Why is there a need for four lane roadway, if most of highway 30 is two-way?
- Q: Concern that bike lane adjacent to traffic will not feel safe – consider buffer/separation?

Gateways

- Q: Are signs across Marine Dr. still possible?
    - A: Yes, it is possible, but freight must be considered for height and access issues.
- Q: Regarding Gateways, what about band of trees on both sides of the roadway to improve gateway appearance?

    - A: Need ROW and freight may be an issue. It is possible to have sidewalks with street trees, but a design project is important for urban renewal funding.
- C: Consider wind/weather regarding trees.
- C: Consider freight clearance with trees.

Building Height

- Q: Are there many buildings in Uniontown at 4 stories height? This seems really high.
    - A: Larger building allowance better supports economic development.

Landscaping

- Q: 15% landscape required to be visible?
    - A: Yes

Parking

- Q: If a building covers the entire lot do you have to provide parking?
    - A: No
    - This could affect historic properties. Does this mean we need exemptions?
    - Access is an issue here. Could provide exemption if you can't access space.
    - Parking off street is contingent on development.
- If buildings cover entire or most of a lot, would a there be a requirement to provide 15%?
    - A: Maybe not – could include exemption here.
- Q: Why 15% landscaping?
- A: Standard in Astoria is 15% and is consistent with other parts of Astoria.
- Q: Are there parking considerations for the four-lane configuration, specifically in the core area.
    - A: Yes, but need to strike a balance and currently spaces are underutilized.
- Change of occupancy and use already applies.
- Downtown does not include off street parking requirements because it is more urban, but this is something that can be revisited.

APPENDIX N: 2013 Astoria Transportation System Plan

2013 Astoria Transportation System Plan (TSP) adopted on April 21, 2014.

Link to the plan:
http://astoria.or.us/Assets/dept_3/pm/pdf/2013%20astoria%20transportation%20system%20plan_volume%201%20adoption%20draft.pdf

APPENDIX O: 2013 Astoria Transportation System Plan Amendments

2013 Astoria Transportation System Plan Volume 1 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):
    - Add sentence to follow first bullet text to read: "The Uniontown Reborn Master Plan recommends a lane reconfiguration project and improvements along W Marine Drive, between the Smith Point Roundabout and Columbia Avenue. As of 2019, the preliminary planning level estimate of these improvements is $6.4 million."
- Revise funding text (page 20):
    - Revise text in first paragraph, new second sentence to read: "The Uniontown Reborn Master Plan recommends a lane reconfiguration project and improvements along W Marine Drive, between the Smith Point Roundabout and Columbia Avenue. As of 2019, the preliminary planning level estimate of these improvements is $6.4 million."
- 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 $55.6 million worth of projects included in the aspirational scenario of the plan, meaning $49.2 million worth 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 Hamburg Avenue and Columbia Avenue.
    - 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