

## AREA DESCRIPTIONS AND POLICIES

### CP.030. West End Area.

The West End Area encompasses Astor Court and Uniontown. It is the primarily single-family residential area that lies west of Second Street, exclusive of Vista park (general area of Waldorf Circle, Auburn Avenue, and West McClure Street area) and the property along West Marine Drive. The area is heavily developed on steeper slopes, with winding streets wrapping around the tip of the Astoria peninsula. Vacant lands here are mostly steep ravines or landslide areas in public ownership. The age of houses range from pre-1900s to new within a short distance.

Zoning has historically been single-family on the hilltop with multi-family permitted on the lower areas around the hillside. A 32-unit senior citizens apartment complex was built at Second and Madison Streets. There is one small commercial use, a building that has most recently been used as a quilting store and grocery on Alameda. Public uses include the open space areas mentioned above, the Gray School, Tapiola Park and State Highway Division shops.

Amenities of the area are the scenic views, the quiet residential character (largely attributable to an absence of through streets), the open space areas, and the closeness of a neighborhood school and Tapiola Park. Problems include the narrowness of some streets and the potential for landslides.

*[Section CP.030 amended by Ordinance 11-07, 7-5-11]*

### CP.035. West End Area Policies.

1. Refer to policies on geologic hazards, historic preservation, parks and recreation, and street improvements (transportation).
2. The quiet residential character of the west end will be protected through the City's Development Code.
3. Construction in areas of steep slopes and potential landslide hazard will be done after favorable geologic and engineering studies are submitted to the City building official. Proper consideration must be given to storm water drainage and the impacts on downslope property.
4. The City and school district should cooperate in the improvement of the tennis courts and other recreation opportunities at Gray School (the area's only neighborhood recreation facility). Consideration should be given to lighting the courts so long as it does not adversely affect adjacent homes.

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5. Widening projects on Glasgow and Oregon Streets must take into consideration the impacts on pedestrian traffic and parking.
6. Zoning of the west end will generally remain stable, with the present division between R-1 and R-2, and a small area devoted to neighborhood commercial.

CP.037. Port-Uniontown Overlay Area.

The Port-Uniontown Overlay Area is generally located along the Astoria Waterfront. The District boundaries extend from the Smith Point Roundabout to the Columbia/Bond intersection, from properties fronting on the south side of West Marine Drive (US 101/US 30) to and including the Columbia River. The exact area is shown in Figure 1.2, and was originally created to coincide with the boundaries of the Astor-West Urban Renewal Area, created in late 2002. It slightly overlaps with the West End General Land Use Area, an established residential neighborhood addressed in Sections CP.030 through CP.035. There is also overlap with the Uniontown-Alameda Historic District, placed on the National Register of Historic Places in 1988, which extends roughly from West Marine Drive south to West Exchange Street and between Hull Avenue on the west and Hume Avenue on the east. The Area also overlaps with the *Astoria Riverfront Vision Plan* “Bridge Vista” area which extends along the Riverfront from Pier 1 to approximately 2nd Street.

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

Between the years of 2001 and 2006, areas of the Port-Uniontown Overlay Area were the subject of a series of planning efforts by the Port of Astoria. These earlier plans divided the waterfront into two districts: the western industrial-oriented Marine Service Center District and the eastern visitor and recreation-oriented Marina District. They envisioned development of a conference center in conjunction with the existing motel site (400 Industry), which, in part, spurred the formation of the Astor-West Urban Renewal Area. The *Port/Uniontown Transportation Refinement Plan* was adopted by Ordinance 07-01 on February 20, 2007.

The *Astor-West Urban Renewal Plan*, adopted in December 2002, was created to support redevelopment of former industrial sites within Uniontown, development of a conference center, and transportation and recreation improvements including extending the River Trail, reconstructing trolley tracks, building streets for more connectivity, and enhancing streetscapes with lighting, seating, and landscaping. The *Port-Uniontown*

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*Transportation Refinement Plan*, adopted in February 2007, developed transportation, access, and circulation improvements for roads and paths in the Overlay Area, with particular focus on West Marine Drive. The land use vision that evolved from the Refinement Plan process is the basis for the Port-Uniontown Overlay Area.

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

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

*(Section CP.037 added by Ordinance 14-02, 4-21-14)*

CP.038. Port-Uniontown Overlay Area Policies.

- e. The City will use the vision established in the *Port/Uniontown Transportation Refinement Plan (2007)* to direct future development in the Port- Uniontown Overlay Area. The overall Comprehensive Plan Policies are to:
  - e. Promote development that complements the surrounding areas of Downtown and the West End.
  - b. Enhance existing primary uses, such as Port of Astoria facilities, the marina, visitor services, open space, trails, and small businesses and neighborhoods.
  - c. Support redevelopment of former industrial sites and vacant and underutilized lots
  - d. Stimulate development interest by establishing complementary surrounding land uses and quality development and design, and by improving transportation conditions through road construction and connections, circulation plans, and access management plans.
  - e. Establish visual and physical linkages within and around the Port-Uniontown Overlay Area, with emphasis on the Columbia River waterfront.

- f. Create a pedestrian-friendly environment through the District by increasing connectivity throughout the Port-Uniontown Overlay Area, orienting buildings toward adjacent streets and pathways, extending the River Trail, adding and improving sidewalks, and enhancing the streetscape with landscaping, human-scale lighting, seating, and other amenities.
2. The City will implement the Port-Uniontown Overlay Area element of the Comprehensive Plan through its Design Review process and amendments to the Development Code that provide design and development standards.
3. The City, through the Development Code, will develop a set of design standards for the Port-Uniontown Overlay Area that address building massing and orientation, architecture, access and parking, streetscape, landscaping and other elements. These standards will apply to development projects in the District as defined in the Development Code.
4. To the extent possible, the design and development standards are intended to be clear and objective so that most proposed development can be evaluated administratively. The Design Review Committee, created and enabled by the Development Code, will review appeals of administrative decisions and proposals that vary from the standards and yet may still embody the spirit of the Port-Uniontown Overlay Area.
5. The City encourages public and private owners in the Port-Uniontown Overlay Area, especially large landowners such as the Port of Astoria, to continue to participate and collaborate with the City in implementing the objectives and visions established in the *Port/Uniontown Transportation Refinement Plan*.

(Section CP.037 added by Ordinance 14-02, 4-21-14)

CP.040. Central Residential Area.

The Central Residential Area is the City's oldest neighborhood, and extends generally from Second Street to 18<sup>th</sup> Street and from Bond Street to Niagara Street excluding the central business district. This area contains most of Astoria's Victorian and other historic structures; the walking tour is primarily in this area. The Shively-McClure National Register Historic District was designated in 2005 with 243 historic properties. The area is built on the north facing flank of the Astoria peninsula, and contains a variety of slopes, from gentle on top of the hill to very steep in the vicinity of 8<sup>th</sup> and Irving Streets. Vacant lands are generally landslide areas in public ownership or small neighborhood parks.

The original zoning was divided between multi-family on the lower areas to single-family above Irving Street. Single-family dwellings are the predominant land use throughout the area except for Bond Street. There is a small neighborhood commercial area on 8<sup>th</sup>

Street at the top of the hill. Many of the older homes were converted to duplexes or apartments. Public uses include several small playgrounds, Niagara Park, the community college, the old cemetery, and a large ravine in City ownership at Grand and 4<sup>th</sup> Street. The streets run in the grid pattern of the original subdivision, with blocks 200 feet square and wide streets.

Amenities of the area are the scenic views, the historic character of the neighborhoods with high concentrations of older structures, the proximity of the parks, playgrounds and community college, and the closeness to Downtown. Problems include the housing condition of older apartments on Bond Street, the landslide potential in some areas, traffic congestion on 8<sup>th</sup> Street, and traffic congestion in the vicinity of the community college.

*[Section CP.040 amended by Ordinance 11-07, 7-5-11]*

CP.045. Central Residential Area Policies.

3. Refer to policies on historic preservation, street improvements (transportation), geologic hazards, parks and recreation, and housing.

*[Section CP.045.1 amended by Ordinance 11-07, 7-5-11]*

2. Historic areas (neighborhoods with high concentrations of pre-1911 homes) will be protected through zoning regulations and the use of public lands for relocation of structures.
3. The City supports the redevelopment of the former Central School property (900 block Irving Avenue) as a residential in-fill development.

*[Section CP.045.3 amended by Ordinance 11-07, 7-5-11]*

4. The McClure playground (8th Street and Grand Avenue) should be maintained as a neighborhood park.

*[Section CP.045.4 amended by Ordinance 11-07, 7-5-11]*

5. Expansion of the commercial area into the residential zone must be justified on the basis of compatibility with historic areas, and lack of alternative space in the Downtown.
6. Rezoning of areas from multi-family to single-family may be permitted where the land is steep, streets are not suitable for heavier traffic loads, and predominant land use is single-family.

CP.047. East Gateway Overlay Area.

The East Gateway Overlay Area is located along US 30 / Lief Erikson Drive between 33rd Street and Liberty Lane in eastern Astoria, as shown in Figure 1.3. The *East Gateway Transportation Plan* was adopted by Ordinance 07-01 on February 20, 2007. The *East Gateway Transportation Plan* was developed in order to identify improvements that are intended to reduce congestion, enhance safety, and encourage development of industrial/commercial and residential sites in a manner that will benefit both vehicular and pedestrian/cyclist travel. The Plan established both transportation and land use policies.

*(Section CP.047 added by Ordinance 14-02, 4-21-14)*

CP.048. East Gateway Overlay Area Policies.

1. Support the planned land use as defined in City planning documents for business parks, industrial sites, and residential sites.
2. Encourage development of commercial and industrial sites so as to provide more opportunity for employment within the City.
3. Improve vehicular access from industrial/ commercial sites to US 30 / Lief Erikson Drive.
4. Improve internal circulation and manage access for vehicular and non-motorized users in industrial / commercial sites and local street systems.
5. Improve pedestrian and bicyclist connectivity and safety across US 30 / Lief Erikson Drive.
6. Support the development of a local street network that will reduce reliance on US 30 / Lief Erikson Drive.
7. Provide improved safety and direct access to the River Trail for new developments.
8. Support the extension of the River Trail through the east end of Astoria.
9. Provide all recommended improvements in an environmentally sound and cost effective manner.

*(Section CP.048 added by Ordinance 14-02, 4-21-14)*

CP.050. Downtown Area.

The Downtown area is Astoria's central business district and the regional commercial and governmental center. It extends from 5th Street to 16th Street, and from the pierhead line in the Columbia River to Exchange Street. Originally built on pilings, the Downtown area was extensively filled after the 1922 fire. Virtually all the flat land in the Downtown (and Astoria as a whole) is on filled tidelands. This area is almost completely developed with buildings and parking areas. Some of the waterfront is presently unused, and there are several thousand square feet of vacant commercial space scattered around the area. However, extensive new construction and substantial remodeling has taken place recently, and there is pressure for expansion of the commercial uses into the surrounding residential area.

The Downtown has historically been zoned Central Commercial (C-4), which does not require off-street parking. Various proposals have been put forth to solve the parking problem, including a system of public parking structures. The circulation system consists basically of a one-way couplet (Marine Drive and Commercial) which routes much of the US 30 traffic through the Downtown area.

A system of small street-end parks with a trail linking them has been constructed for the waterfront area. Marine industrial uses such as fish processing plants are located on the waterfront, although retail shops, restaurants and professional offices have begun to locate here. Governmental or public uses bracket the Downtown with the County Courthouse and Post Office buildings on the west, and the Maritime Museum, Clatsop Care Center (646 16th), Owens Adair Apartments (1508 Exchange), and Gateway Area development on the east. There is a considerable amount of housing on the second floors of commercial buildings and older hotels, much of which is occupied by elderly persons.

Advantages include the Columbia River waterfront and views, the mixture and variety of architectural styles and uses, and the cultural aspects such as the museums, the performing arts center, and the library. Problems include: the traffic congestion; lack of parking; the lack of backup land for waterfront industries; lack of flat, developable land south (uphill) of Exchange Street; and the relatively large amount of unused commercial space.

*[Section CP.050 amended by Ordinance 11-07, 7-5-11]*

CP.055. Downtown Area Policies.

1. Refer to plan strategy, policies and recommendations on economics, transportation, parks and recreation, historic preservation, housing, and shorelands.

*[Section CP.055.1 amended by Ordinance 11-07, 7-5-11]*

2. The City supports efforts to improve the parking problem in the Downtown, and to provide landscaping and other improvements. However, the C-4 zone will continue to not require off-street parking.
3. Zoning actions must not detract from the vitality of the Downtown as the commercial center of the region. Strip commercial development is to be generally discouraged.
4. The City encourages the reuse of existing buildings prior to the expansion of commercial zones.
5. Shoreland zone policies and standards will be designed to encourage public access along the Downtown waterfront.
6. The Central Commercial Zone (C-4) will continue to be the designation for Downtown central business district. Uses in this zone will be primarily retail, offices, and general services with some residential use. Uses which have a large land area/low assessed value ratio will be permitted in other commercial areas rather than the Downtown.

*[Section CP.045.6 amended by Ordinance 11-07, 7-5-11]*

7. The City will redevelop Heritage Square bounded by 11th, 12th, Duane, and Exchange Streets (formerly the site of the Safeway store) as a public space or park that provides a wide variety of recreational opportunities, including uses such as the Astoria Sunday Market, an amphitheater/plaza, and The Garden of Surging Waves. The park is intended to provide a much needed and active open space area that will contribute to the revitalization of the downtown.

*[Section CP.045.7 added by Ordinance 12-04, 2-6-12]*

CP.057. Gateway Overlay Area.

The Gateway Overlay Area extends generally from 16th Street to 41st Street, from the pierhead line of the Columbia River on the north to Exchange and Franklin Streets on the south between 16th and 29th Streets, and Marine / Lief Erikson Drive on the south between 29th and 41st Streets (see map Figure 1.1). As such, it overlays portions of the Downtown and the Uppertown Areas, which are discussed elsewhere in the Comprehensive Plan. The area is dominated by major institutional uses, including the Columbia River Maritime Museum, the City of Astoria Aquatics Center, Columbia Memorial Hospital, the Oregon State University Seafood Lab, Duncan Law Seafood Consumer Education Center, East End Mooring Basin, and associated Port property. There are several significant vacant land and water areas suitable for redevelopment, notably the riverfront area east of 20th Street. The former Astoria Plywood Corporation



Mill Site was acquired by the City of Astoria in early 1998 and redeveloped as a mixed use residential / commercial area.

In 1996, the City embarked on a master planning program for the Gateway Overlay Area to provide a vision for future development. The master planning process, which extended over the course of twelve months, entailed extensive public involvement and received considerable public support. In April 1997, the Astoria Gateway Master Plan was accepted by the City Council. The Gateway Master Plan provides a conceptual basis for future development. Its vision is implemented through the City's Comprehensive Plan and Development Code. The City intends to stimulate a pedestrian oriented, diverse area that actively promotes new complementary uses while maintaining and supporting primary existing uses, takes advantage of the proximity of the Columbia River waterfront, and complements the City's Downtown core. The Gateway Area is organized as a collection of eight discrete, interrelated sub-areas comprised of similar and compatible land uses. The sub-areas are linked by a circulation framework that includes a series of public open space amenities, trails, and a network of neighborhood streets.

In 2008-2009, the City of Astoria developed the Riverfront Vision Plan (RVP) to address issues dealing with open space, land use, and transportation issues along the Columbia River. Significant public involvement opportunities were designed to gain public input. This process was initiated to plan for these issues in a comprehensive manner and to set a framework for the future of the study area. The City's north Riverfront (Columbia River pierhead line to West Marine / Marine Drive / Lief Erikson Drive) was divided into four Plan areas of development: Bridge Vista (Portway to 2nd Street), Urban Core (2nd to 16th Street), Civic Greenway (16th to 41st Street), and Neighborhood Greenway (41st Street to east end of Alderbrook Lagoon).

During the Plan development, extensive community involvement included community-wide forums, open houses, numerous community meetings, stakeholder interviews, surveys, and public hearings were conducted. Development of the Vision Plan was structured to gain as much public input as possible. On December 7, 2009, after holding a final public hearing, the City Council accepted the Riverfront Vision Plan. For Fiscal Years 2011-2012, 2012-2013, 2013-2014, 2014-2015, the City Council set goals to "Implement Riverfront Vision Plan on a Zone by Zone Basis." Phase 1 of the implementation project developed land use codes and new zones for the Civic Greenway Plan Area. The Civic Greenway Plan Area is generally located from Columbia River Maritime Museum to 41st Street at Abbey Lane and the River to Marine / Lief Erikson Drive. Phase 1 for the Civic Greenway Area implementation was completed with adoption of Ordinance 14-09 by the City Council on October 6, 2014. The Ordinance extended the Gateway Overlay Area to include the entire Civic Greenway Area.

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To promote quality development which respects Astoria's character and heritage, the Development Code should include design review guidelines to be applied to new construction and major renovation projects. ”

*[Section CP.057 added by Ordinance 98-04, 5-4-98; amended by Ordinance 11-07, 7-5-11; amended by Ordinance 15-05, 6-15-15]*

CP.058. Gateway Overlay Area Policies.

1. The City will utilize the general vision of the Gateway Master Plan to direct future development in the Gateway Overlay Area. The overall Comprehensive Plan objectives are to:
  - a. promote development that complements the Downtown Area;
  - b. enhance the primary uses, such as the Columbia River Maritime Museum and Columbia Memorial Hospital, and work to redevelop areas such as the former John Warren Field site, which has significant development potential;  
  
*(Section CP.058.1.b. amended by Ordinance 15-05, 6-15-15)*
  - c. promote new land uses complementary to the riverfront and existing development, particularly visitor oriented uses and high density housing;
  - d. establish visual and physical linkages within and around the Gateway Overlay Area, with special emphasis on the Columbia River riverfront;
  - e. create a pedestrian-friendly environment throughout the Gateway Overlay Area through the careful siting of buildings and parking lots, careful consideration of street frontage design, and extension of the Astoria River Trail; and
  - f. create investor interest by promoting complementary land uses and quality development in the surrounding area.
2. The City will maintain the Gateway Overlay Area plan element of the Comprehensive Plan through its Development Code, including new planning zones and development standards, and through a design review process.

*[Section CP.058.2 amended by Ordinance 11-07, 7-5-11]*

3. The City, through its Development Code, will maintain a set of Design Review Guidelines for the Gateway Overlay Area which address the architecture,

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landscaping, public and private circulation, signs, lighting, and other aspects of the built environment. The guidelines are fundamental principles which are applied to specific projects.

*[Section CP.058.3 amended by Ordinance 11-07, 7-5-11]*

4. The former Astoria Plywood Mill Site will be developed as a mixed-use development which will complement the Gateway Overlay Area and the Downtown Area, and provide new housing opportunities. The Gateway Master Plan will serve as a guideline for the development of the Mill Site. Variations from the Gateway Master Plan may be appropriate provided the overall development proposal substantially carries out the Gateway Master Plan objectives.

*[Section CP.058.4 amended by Ordinance 11-07, 7-5-11]*

5. The City strongly encourages large public and private landowners, including the Columbia River Maritime Museum, Astoria School District, and Columbia Memorial Hospital, to continue to plan in accord with the Gateway Master Plan, and to work with the City in implementing the Gateway Master Plan as redevelopment opportunities arise.
6. Refer to housing, geologic hazards, and public facilities policies.

*[Section CP.058.6 added by Ordinance 11-07, 7-5-11]*

*(Section CP.058 added by Ordinance 98-04, 5-4-98)*

CP.060. South Slope Area.

The South Slope Area consists of the area from the high school and Vista Park subdivision to Williamsport, and from the crest of the ridge (Niagara Street) to West Marine Drive. This area is generally considered Astoria's future residential growth area. While considerable development exists west of 7th Street, some of the City's future buildable lands are in Vista Park, Sonora Park, the areas along Williamsport Road and Williamsport itself. Although much of this land is steep and landslide prone, some areas have development potential. Careful geologic studies and engineering is necessary for construction to take place. Open space, in addition to the vacant areas, includes Tapiola Park, the high school grounds, the middle school grounds, Shively Park and several ravines. The area has outstanding views of Youngs Bay and Saddle Mountain, as well as good solar exposure.

The predominant land use is single-family residential, although the zoning has historically been R-2. Duplexes and apartments occupy a small portion of the total land area. Commercial uses are clustered in the vicinity of West Marine Drive and the Old

Highway 101 bridge entrance. Most of the vacant lands east of 7th Street are in public ownership.

Amenities in the area include outstanding views and solar exposure, the proximity of schools and parks, the existing tree cover (a feature not existing on the north side), and the large amounts of open space. Problems include the landslide potential, the difficulty and added costs of developing slopes, and the proximity to the former City landfill (Williamsport Road).

*[Section CP.060 amended by Ordinance 11-07, 7-5-11]*

CP.065. South Slope Area Policies.

1. Refer to housing, geologic hazards, parks and recreation, and public facilities policies.
2. Because of the large amounts of vacant, buildable, publicly owned land on the south slope, there is a unique opportunity for well-planned housing development. Such development must take place on a large enough scale that complete geologic studies can be undertaken, and that adequate storm drainage and other public facilities can be provided. New housing developments should be at least three acres in size, and should include a mixture of housing costs and types. The planning commission should review all such developments under the planned development provision of the Development Code.
3. Rezoning on the south slope must provide for increased amounts of land zoned for multi-family housing. The area east of 7th Street, including Williamsport, is an appropriate area because of the potential described in Section CP.065.2 above.

Densities must, however, be dependent on the capability of the land in terms of landslide potential, slope and other factors.

4. Zoning along Olney Road (State 202) will remain residential in order to discourage strip commercial development and to protect the residential character of adjacent areas. However, a small neighborhood commercial zone may be appropriate at the intersection of Williamsport and Olney Roads after the sewer is installed and development increases.
5. Consideration should be given to the improvement of the water main to Williamsport concurrently with the installation of the sewer interceptor.
6. The City should begin discussion with the State Forestry Department on the trade of buildable State lands in the Williamsport area for unbuildable City property in the land reserve area. Such land should then be made available for housing development by public or private developers.

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7. Although much of the public land in Williamsport is currently platted, these plats should be vacated and the land replatted in a manner more appropriate to the land, based on specific development proposals.

The *Astoria Riverfront Vision Plan* was accepted by the City Council on December 7, 2009. The *Astoria 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 area spans from Pier 3 in the west to Tongue Point in the east along the Columbia River, and is divided into four sub-areas: the Bridge Vista Area, Urban Core Area, Civic Greenway Area, and Neighborhood Greenway Area. The Astoria Riverfront Vision Overlay Area is shown in Figure 1.4. The following sets of policies are included in the *Riverfront Vision Plan*.

(Section CP.067 added by Ordinance 14-02, 4-21-14)

CP.068. Astoria Riverfront Vision Overlay Area Policies.

1. Promote physical and visual access to the river. The overall Comprehensive Plan objectives are to:
  - a. Maintain current areas of open space and create new open space areas.
  - b. Provide for public access to the river within private developments.
  - c. Retain public ownership of key sites along the riverfront.
  - d. Protect view sheds along the river, including corridors and panoramas from key viewpoints.
  - e. Use alternative development forms (e.g., clustered development, narrower, taller profiles, setbacks, stepbacks, and gaps in building frontages) to preserve views.
2. Encourage a mix of uses that supports Astoria's "working waterfront" and the City's economy. The overall Comprehensive Plan objectives are to:
  - a. Maintain the authentic feel of the riverfront.
  - b. Prioritize siting of water-related businesses along the river.
  - c. Allow for some residential development along the riverfront. emphasizing smaller-scale work force (moderate income) housing.
  - d. Allow for development that supports downtown and other commercial areas.

- e. Limit development in areas with most significant impacts on open space, view or other resources.
  - f. Promote uses that provide jobs and support the local economy.
3. Support new development that respects Astoria's historic character. The overall Comprehensive Plan objectives are to:
- a. Enhance or refine Development Code to achieve vision principles.
  - b. Implement design review, design standards, or other tools to guide the appearance of new development.
  - c. Devote resources to rehabilitating old structures.
4. Protect the health of the river and adjacent natural areas. The overall Comprehensive Plan objectives are to:
- a. Protect natural areas for wildlife viewing.
  - b. Replace invasive plants with native species.
  - c. Incorporate natural elements in the design of future public and private improvements.
5. Enhance the River Trail. The overall Comprehensive Plan objectives are to:
- a. Maintain, repair, extend, and enhance the River Trail.
  - b. Provide better pedestrian connections between the downtown and the riverfront.
  - c. Create amenities such as shelters, lighting, and public restrooms in targeted locations.
  - d. Ensure adequate parking opportunities along, adjacent to, and near the riverfront.
  - e. Address safety issues associated with mix of autos, pedestrians, trolley, and other activities.
  - f. Ensure long-term maintenance of public improvements.

*(Section CP.068 added by Ordinance 14-02, 4-21-14)*

CP.070. Uppertown Area.

The Uppertown Area, traditionally the Norwegian, Swedish, and Danish section of the City, extends from 23rd Street to 40th Street, and from Irving Street to the pierhead line. A large publicly owned area lies between 18th and 23rd Streets, generally north of Jerome. Although a few scattered residences still exist here, this is the site of the massive 1954 landslide. Single-family residences predominate east of 23rd. South of Irving is the large land reserve owned variously by the City, County, and State. A mixture of industrial, commercial, and public uses lie between Marine Drive and the waterfront. New residential and commercial development has occurred north of Lief Erikson Drive since 2005. Public uses in the area consist of the hospital, the fire and police station, the City shops, Astor School, and the East End Mooring Basin. Open space includes the land reserve, the old landslide area, and Columbia Field.

Zoning in the residential areas is Medium Density Residential (R-2). Marine Drive, which is the commercial center of the area, is mostly zoned General Commercial (C-3), and the area east of 35th Street between the waterfront and Marine Drive is industrial either Marine Industrial Shoreland (S-1), or General Industrial (GI), except for the area between 38th and 39th Street which is zoned Tourist-Oriented Shoreland (S-2A).

Amenities include a stable neighborhood character, a neighborhood grade school, views of the River, good police and fire protection, and extensive commercial services. Problems include landslide hazards and increased traffic through the residential neighborhood due to the single main transportation route along Marine Drive through town.

*[Section CP.070 amended by Ordinance 11-07, 7-5-11]*

CP.075. Uppertown Area Policies.

1. Refer to policies regarding housing, historic preservation, parks and recreation, transportation, shorelands and estuary, and geologic hazards.

*[Section CP.070.1 amended by Ordinance 11-07, 7-5-11]*

2. The predominantly residential character of the area upland of Marine Drive/Lief Erikson Drive will be preserved.
3. New or expanded commercial or industrial uses along Marine Drive between 23rd and 33rd Street will, whenever feasible, limit their traffic access points to side streets or common driveways.
4. The City should cooperate with the school district to improve the recreational opportunities at Columbia Field near Astor School, possibly in conjunction with the improvements at Gray School.

5. The Land Reserve area south of Irving Street should be considered for future housing development because of its view potential, and proximity to public facilities. This area may also be considered for public uses, hospital, and/or other health care facilities if a detailed analysis indicates that insufficient land is available to accommodate needed facilities within the Urban Growth Boundary for the 20 year planning period. The feasibility study for this area must include in-depth geologic investigations and storm sewer design.

*[Section CP.075.5 amended by Ordinance 11-07, 7-5-11]*

6. The City should consider providing an alternate east-west route to Lief Erikson in the Uppertown area, particularly for emergency vehicles.

CP.080. Alderbrook Area.

The Alderbrook Area generally lies between Lief Erikson Drive and the pier head line, and from 41<sup>st</sup> to 54<sup>th</sup> Streets. It is an area of primarily older, single-family homes, with a few scattered duplexes. The area is topographically low, and some of it is in the 100-year floodplain. There are four small parks – Alderbrook Hall and Park at 4509 Lief Erikson Drive; LaPlante Park in the 4500 Block Cedar Street; Birch Street Ball Field at 49<sup>th</sup> and Birch Street; and Alderbrook Lagoon Beach at the foot of 53<sup>rd</sup> Street. The only commercial uses are a small business on Lief Erikson Drive, a motel at 54<sup>th</sup> and Lief Erikson Drive, and a construction business at 49<sup>th</sup> and Ash Streets. A commercial fishing facility was located on the waterfront between 49<sup>th</sup> and 50<sup>th</sup> Streets; however this facility is currently being converted into an art studio/retreat. The Area also overlaps with the *Astoria Riverfront Vision Plan* “Neighborhood Greenway” area which extends along the Riverfront from 41<sup>st</sup> Street to the east side of the Alderbrook neighborhood at approximately 54<sup>th</sup> Street and between Lief Erikson Drive and the pier head line of the Columbia River as depicted on the City’s Zoning Map.

Alderbrook Area is the only older neighborhood directly on the waterfront, and this is discussed in the shorelands/estuary section. The area has historically been zoned Medium Density Residential (R-2). The adjacent Blue Ridge and Emerald Heights areas are zoned High Density Residential (R-3), and are primarily multi-family housing areas. The majority of structures in the Blue Ridge area were demolished prior to 2007 and the land is mostly vacant pending redevelopment. The adjacent motel is zoned General Commercial (C-3). The City limits line stops east of Blue Ridge and includes North Tongue Point industrial area and South Tongue Point, but excludes North Tongue Point Job Corps Center and the US Coast Guard station, although this area is in the City’s Urban Growth Boundary.

Advantages of the Alderbrook Area are the proximity to the waterfront, the lack of through traffic (away from Lief Erikson Drive), the neighborhood hall and neighborhood character, and the availability of lower cost housing. However, the limited access into



the Alderbrook Area from Lief Erikson Drive creates concerns with increased traffic to the area with no secondary vehicular outlets. Disadvantages include the flooding potential, the traffic along Lief Erikson Drive (a problem when crossing to the playground), and the distance to school.

*[Section CP.080 amended by Ordinance 11-07, 7-5-11; amended by Ord 15-08, 12-7-2015]*

CP.085. Alderbrook Area Policies.

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

*[Section CP.085.1 amended by Ordinance 11-07, 7-5-11]*

2. The residential character of Alderbrook will be protected through the designation of the aquatic area from 41st Street to Tongue Point as natural, and by the present zoning pattern. Development in the 100-year flood area shall be subject to the requirements of the City's Flood Hazard Overlay Zone.

*[Section CP.085.2, amended by Ordinance No. 87-21, 12-21-1987; amended by Ord 15-08, 12-7-2015]*

3. Light water-dependent / water-related development consistent with the natural estuary designation (such as commercial fishing operation) may be allowed so long as it does not conflict with the residential area and is consistent with the City's Riverfront Vision Plan.

*[Section CP.085.3 amended by Ordinance 11-07, 7-5-11; amended by Ord 15-08, 12-7-2015]*

4. The Blue Ridge area should be zoned multi-family residential. Additional apartment development is encouraged in this area.

*[Section CP.085.4 amended by Ordinance 11-07, 7-5-11]*

5. Except for small neighborhood commercial and tourist commercial zones, the area along Lief Erikson Drive will remain residential.

6. The property west of the sewer lagoons is designated as a park site and is the current (2015) east terminus of the River Trail; it is zoned Institutional (IN). However, the site's use as a regional park raises problems of traffic generation on residential streets. The local community must be involved in any future decision regarding this area.

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*[Section CP.085.6 amended by Ordinance 11-07, 7-5-11; amended by Ord 15-08, 12-7-2015]*

7. The Blue Ridge area and portions of the North Tongue Point area are currently accessed from Old Highway 30 which is owned by the Federal government through the Department of Labor. The City should work with the Department of Labor to obtain the former roadway as a City right-of-way to assure adequate access to these areas prior to development.

*[Section CP.085.7 added by Ordinance 11-07, 7-5-11]*

8. Extension of the trolley service to the Alderbrook neighborhood should be investigated and considered.

*{Section CP.085.8 added by Ord 15-08, 12-7-2015}*

CP.087. Emerald Heights Area.

Emerald Heights Area generally lies between Lief Erikson Drive and the forested Land Reserve area to the south and from approximately 35th Street to the east boundary of the City limits near Highway 30. It was formerly the US Navy housing facility used during World War II. The property was sold to the Clatsop County Housing Authority and eventually to a private individual with requirements for provision of low to moderate income housing. Much of the land is forested and managed for timber harvesting. Much of the area is topographically steep with some areas of buildable land. The site is developed with four-plex residential structures and no single-family or two-family dwellings as of 2008. There are small parks and playground areas within the development, a community building, and management office. Emerald Heights is zoned High Density Residential (R-3).

Advantages of the Emerald Heights Area are the built infrastructure that may be adequate for future in-fill development of the area, the lack of through traffic (away from Lief Erikson), the neighborhood hall, and the availability of lower cost housing. Disadvantages include the single road access to the site, the age of the buildings and infrastructure, the steep topography on either side of the ridge, and the distance to schools.

*[Section CP.087 added by Ordinance 11-07, 7-5-11]*

CP.088. Emerald Heights Area Policies.

1. Refer to housing, public facilities, geologic hazards, forest resources, and transportation policies.
2. The multi-family residential character of Emerald Heights Area will be protected through the present zoning pattern. Additional residential development is encouraged in this area.

*[Section CP.088 added by Ordinance 11-07, 7-5-11]*

CP.090. Tongue Point Area.

The Tongue Point Area extends from its tip in the Columbia River to the old US Department of Transportation Maritime Administration (MARAD) Basin area in the south, including the area northwest of Mill Creek. The Astoria Coast Guard Base, the Tongue Point Job Corps Center, several large hangars, eight finger piers and paved back-up land, Clatsop Community College Marine Environmental Research Training Station (MERTS), and the Army Corps of Engineers facility constitute the developed portions of Tongue Point. A prominent scenic wooded area, the water areas around the point, the marsh at the mouth of Mill Creek, and the old MARAD Basin are the major natural features.

The Oregon Division of State Lands obtained title to the southern five finger piers and 45 acres of uplands area at northern Tongue Point. This area was sold to a private development group and eventually to the Port of Astoria, and has been used for fish processing, storage, and Hollywood movie sound stage. The Federal government is also in the process of declaring the southern portion of tongue Point (land adjacent to the MARAD Basin) as surplus property. The Oregon Division of State Lands has also expressed an interest in obtaining title to this area. Tongue Point has been the subject of intensive discussions between the Port and State and Federal resource management agencies over the amount of development that should be permitted in the area. On June 30, 1981, a mediated agreement was reached by local government and State and Federal resource management agencies, covering the amount of estuarine alteration that may be undertaken in the Oregon portion of the CREST region. The agreement sets out the plan designations for Tongue Point and supporting policy language.

*[Section CP.090 amended by Ordinance 81-16, 11-16-81; amended by Ordinance 11-07, 7-5-11]*

CP.095      Tongue Point Area Policies.

1.      The area of Tongue Point from the residences northeast to the tip will be designated natural, with a hiking trail around the periphery of the point. The Natural designation is intended to protect the tip of Tongue Point for its natural values, which include wildlife habitat, old growth timber, passive recreation opportunities, and the historic and scenic importance the point has for Astoria.
2.      An area designated “Conservation” will be provided between the Natural area and the Development areas as a step-down zone.
3.      The US Coast Guard station and a small area around it will be designated Development.
4.      Development at Tongue Point will be in accordance with the Tongue Point Subarea Plan, Section CP.180.

*[Section CP.095.4 amended by Ordinance 91-22, 9-3-91]*

5.      The City has annexed all portions of Tongue Point Area except the Federally owned North Tongue Point area utilized by the US Coast Guard and Job Corps training facility. Annexation of this portion of Tongue Point should consider the need to provide sewer and other services to the area. As other Federal lands in the vicinity are transferred to local agencies, annexation should be considered for those areas as well.

*[Section CP.095.5 amended by Ordinance 11-07, 7-5-11]*

*[Section CP.095 amended by Ordinance 81-16, 11-16-81]*

CP.100.      Land Reserve Area.

The Land Reserve Area generally lies between Irving Avenue and the southern City limits line near Pipeline Road, and from 16th Street to the east City limits line near Emerald Heights area. The large undeveloped area in the south and eastern portions of the City consists of approximately 1,225 acres of Class I forestland. It is virtually all in public ownership, the City and State Forestry Department being the largest owners, with some large County-owned parcels. (Refer to the Forest Resources section of the Plan.) This area has been in the City limits for many years but is outside the Urban Growth Boundary. It has, and is considered to be, a future growth area. Although much of the land is inaccessible and unbuildable, some areas could be developed. The City is planning a sewer interceptor extension to the Williamsport area, which will promote development in that area. The area above Irving Street in Uppertown has some potential for future development. The Land Reserve Area also contains an extensive Urban Trail System that crosses multiple property ownerships including City, County, and State owned parcels.

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This area was historically zoned Low Density Residential (R-1) and Medium Density Residential (R-2). It is not platted, and road access, such as it is, is via Williamsport and Pipeline Roads. Many streams and deep ravines drain the area.

Because of the effect of a 1980's Oregon Supreme Court decision (1000 Friends vs. LCDC), the Land Reserve Area was removed from the Urban Growth Boundary. Future development would require a Plan amendment altering the location of the Urban Growth Boundary, as well as a rezoning.

*[Section CP.100 amended by Ordinance 81-16, 11-16-81; amended by Ordinance 82-08, 10-18-82; amended by Ordinance 11-07, 7-5-11]*

CP.105. Land Reserve Area Policies.

1. Refer to policies on forest resources, geologic hazards, parks and recreation, public facilities, and housing.

*[Section CP.105.1 amended by Ordinance 11-07, 7-5-11]*

2. After inclusion in the Urban Growth Boundary by Plan amendment, development of areas within the Land Reserve Area must be on a large enough scale that adequate geologic hazards and engineering studies can be undertaken, and that adequate public facilities can be provided.

*[Section CP.105.2 amended by Ordinance 82-08, 10-18-82]*

3. Development in this area will be primarily residential, although small retail or service commercial activities to serve the residents may be permitted under the planned development section of the Development Code. Housing developments will incorporate a variety of housing types and costs, particularly where the land was publicly owned. Density will be determined on the basis of the capability of the land, as determined from geologic and engineering studies. Adequate amounts of usable open space must be provided within residential developments.
4. The City should investigate the management of the unbuildable portions of the land reserve with the State Forestry Department. Consideration must be given, however, to the potential conflicts between adjacent residential areas and forest management practices. Forestry activities will be carried out with the full knowledge of the surrounding residents.
5. The City will work closely with the Oregon Department of Forestry to determine which City-owned lands could be exchanged with the State in order to facilitate development, particularly in areas close to existing residences such as Williamsport or the east end of Irving Street.

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6. The City's Urban Growth Boundary will not include the State Forest lands south of the present south City limits at this time. However, at such time that the US 30 Bypass is proposed, consideration should be given to inclusion of the route in the City limits, or the extension of the Urban Growth Boundary to include the route.
7. Public uses, hospital, and other health care facilities may be located in this area after inclusion in the Urban Growth Boundary.

*[Section CP.105.7 added by Ordinance 11-07, 7-5-11]*