Astoria Port/Uniontown Transportation Refinement Plan

Prepared for:

City of Astoria

Port of Astoria

Prepared by:

CH2MHILL

In association with:

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

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Final Report June 2006

Report

Astoria Port/Uniontown Waterfront District Transportation Refinement Plan

Prepared for

ODOT Region 2
City of Astoria
Port of Astoria

June 2006

Prepared by

CH2MHILL

Kittleson & Associates, Inc.
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Introduction

The objective of the Port of Astoria/Uniontown Waterfront District Transportation Refinement Plan (Refinement Plan) is to provide a set of integrated multimodal transportation recommendations that address circulation and access needs in and around the Port of Astoria/Uniontown area over a future 20-year (2025) planning horizon.

The Refinement Plan is considered an "umbrella document" because it is comprised of four distinct elements:

- Traffic Circulation Plan for along US 101/US 30 (Marine Drive) and the Port area north of Marine Drive
- Vision Strategy for Marine Drive
- Access Management Plan for Marine Drive
- Zoning Code Amendment Language for the Port area north of Marine Drive, and along Marine Drive

It is anticipated that the Port of Astoria and the City of Astoria will amend their respective planning documents to include the recommendations from the Refinement Plan. These plans include the Port of Astoria's Central Waterfront Master Plan (CWMP), the City of Astoria's Transportation System Plan (TSP), and the City of Astoria's Comprehensive Plan.

This report highlights the recommendations from the four main sections of the Refinement Plan listed above. Full recommendations and additional discussion are provided in a series of technical memoranda provided as an Appendix to this report.

Background

The Refinement Plan originated from a proposal by the City of Astoria and the Port of Astoria to increase access to Marine Drive from Basin Street. The Port expects to redevelop their area near the Astoria-Megler Bridge to include a variety of tourist destination amenities. Selected expected future uses within the Port area are listed below. Technical Memo #6 provides a more detailed discussion on current and expected land uses within the study area.

- Hotels/motels
- Restaurants
- Conference/meeting space
- Theatre
- Light industrial
- Fish processing/cold storage
- Commercial/retail
- Office space

- Boat repair

The Port of Astoria's CWMP, completed in June 2001, addressed a number of potential future land use scenarios within the Port area, but did not include specific transportation and circulation recommendations to address the current and future land uses and activities within its property, or improvements to state highway access. Effective circulation is critical to the success of the site's future businesses, the livability of the area to its residents, and to the efficient movement of traffic along Marine Drive. This latter element – maintenance of operational mobility on the highway for both local and through traffic – is of great importance to the Oregon Department of Transportation (ODOT). Finally, the City of Astoria has requested assistance with access management and design guidelines for the segment of Marine Drive within the project boundaries.

The Refinement Plan seeks to develop a comprehensive approach to addressing circulation to meet expected future demand, and includes an access management plan, a visioning strategy consistent with both historic and marine character, and zoning amendments to support the proposed uses within the area.

It should be noted that, through most of the duration of this planning effort, a conference facility was planned for the area at the north end of Basin Street. This specific use is no longer recommended. However, it is still assumed that this parcel will be redeveloped during the 20-year planning horizon, and furthermore that the redevelopment will be oriented towards visitor use. Therefore the recommendations in this study, which refer at times to the conference center, are still applicable to the future expected use of this site.

Study Area

The study area for the Refinement Plan is illustrated in Figure 1. The study area coincides with the boundaries of the City's Astor-West Urban Renewal Area, created by the City of Astoria in 2002. It extends from the Columbia River on the north, Marine Drive to the south, the Smith Point Roundabout on the west, and the Columbia Avenue/West Bond Street intersection to the east. The parcels directly abutting the south side of Marine Drive are included in the study. The study area includes three piers that serve commercial marine traffic, and a mooring basin that serves recreational marine traffic. Much of the property in the study area north of Marine Drive is owned by the Port of Astoria.

Current accesses within the study area from Marine Drive include Hamburg Avenue, Portway Street, the Astoria-Megler Bridge, Basin Street, Bay Street, and Columbia Avenue/West Bond Street.

Technical Documentation

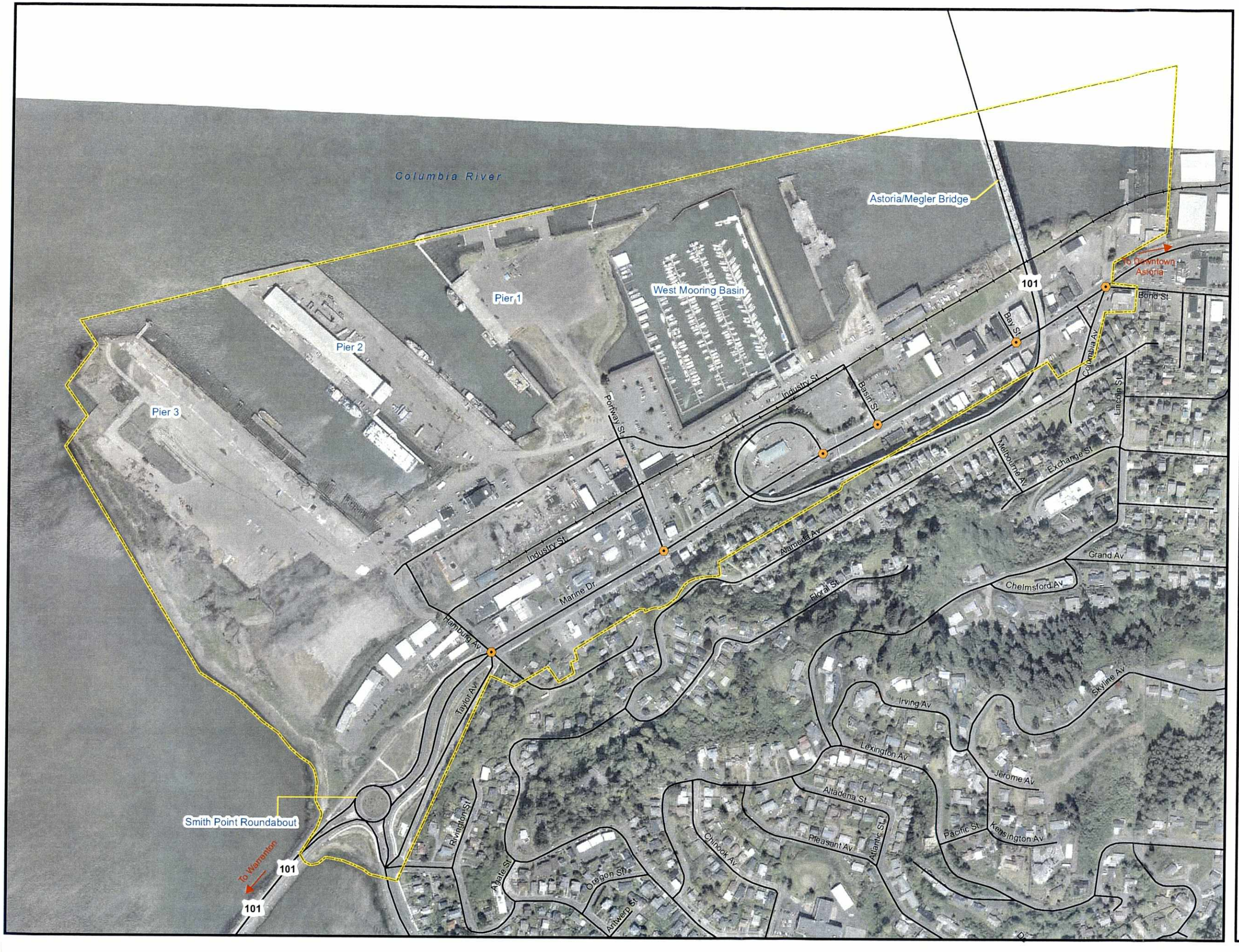
Adoption of the Refinement Plan would provide the following benefits:

- Improvements to existing intersections with Marine Drive to accommodate trucks, pedestrians, vehicles, and bicyclists;

Astoria Port/Uniontown Transportation Refinement Plan

Figure 1: Study Area

Astoria, Oregon



Legend

- Study Intersections
- Roads
- Railroad
- Study Area Boundary

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- Local street circulation network with logical routing to tourist or marine industrial destinations, including truck access;
- Pedestrian and bicycle facilities along Marine Drive and city streets within the study area,
- Pedestrian and bicycle network including an extension of the RiverWalk Trail and connections with the Astoria Riverfront Trolley, including a waterfront trail around and within the marine industrial area;
- A toolkit of strategies to control access along Marine Drive as property redevelops over time;
- A vision strategy for Marine Drive, including a land use framework, development standards, and pedestrian and truck circulation recommendations; and
- Recommended language amendments to the City of Astoria's comprehensive plan, zoning code, and development code to implement the recommendations of the Refinement Plan.

The discussion in this plan is supported by a number of detailed technical memorandums, which are included in the Appendix:

Memo #1: Stakeholder Interviews
Memo #2: Plan and Policy Review
Memo #3: Traffic Analysis Methodology
Memo #4: Vision Strategy
Memo #5: Waterfront Master Plan Review
Memo #6: Existing and Future Port and Non-Port Land Uses
Memo #7: Existing Conditions
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Planning Process

Project Management

A project management team (PMT) consisting of the consultant team and staff members from ODOT, the City of Astoria, the Port of Astoria, and the Department of Land Conservation and Development provided guidance and policy direction for this plan. The PMT met monthly by telephone throughout the refinement plan process.

Public Involvement

A multi-faceted public involvement approach was taken on this project to ensure the effective involvement of members of the Astoria community and other interested stakeholders. The approach, described in Memo #14 and Memo #15, included the following:

- ***Project Advisory Committee (PAC)*** — The PAC was a 20-member committee of Astoria-area residents, elected officials, business people, and public agency staff members. It was designed to represent a range of interests in Astoria transportation issues, including business owners, residents, and lease holders for parcels within the Port site. The PAC met four times at the Port of Astoria between April and December 2005.
- ***Design Charrette***— A hands-on design charrette was conducted at the Port of Astoria in April 2005 which included stakeholders from the PAC, area experts from ODOT and the consultant team, and interested members of the community to work on identifying issues and potential solutions for the project.
- ***Public Open Houses***— Two public open houses were conducted during the project, one to present preliminary alternatives and results from the design charrette (June 2005) and one to present recommendations from the draft circulation plan, access management plan, and visioning strategy (December 2005). Both open houses were held at the Port of Astoria.
- ***Commission Meetings, Mailings, Media, and Advertisements***—Elements of the Refinement Plan were presented before the Port of Astoria Planning Commission at two points during the project. The review of the Port Master plan was presented to the Commission in June, 2005. The findings from the Master Traffic Impact Study and circulation plan were presented in October, 2005. Public events were publicized through the use of mailings to property owners within the study area, and advertised in the *Daily Astorian*.

Recommendations

As described earlier, the four main elements of the Refinement Plan include the circulation plan, access management plan, visioning strategy, and amendment language to implement the refinement plan. Recommendations from these elements are listed in the sections below. Additional detail is provided in the Appendix.

Circulation Plan

Summary of Plan

The circulation plan details recommendations to address vehicle, truck, bicycle, and pedestrian circulation needs, for both local and visitor traffic. Recommendations are identified as being either short-term (within the next 5-10 years) or long-term (within 20 years). The circulation plan is organized by travel mode, and includes roadway, bicycle/pedestrian, transit, and visitor/wayfinding. Figures 2 and 3 illustrate recommendations from the multimodal circulation plan. Memo #9 provides a full discussion of all circulation plan recommendations.

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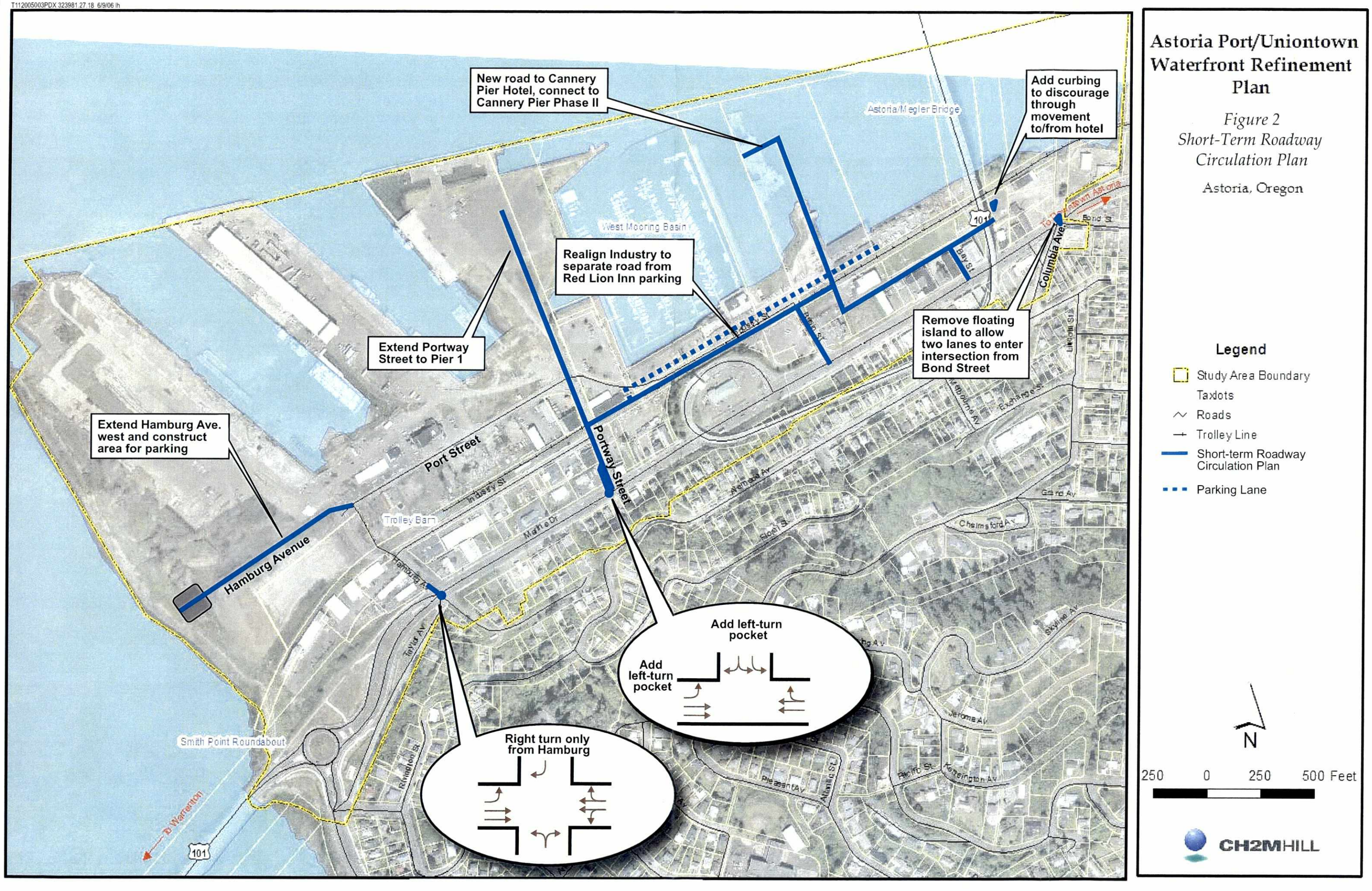

Astoria Port/Uniontown Waterfront Refinement Plan

Figure 2
Short-Term Roadway Circulation Plan

Astoria, Oregon

Legend

- Study Area Boundary
- Taxlots
- Roads
- Trolley Line
- Short-term Roadway Circulation Plan
- Parking Lane

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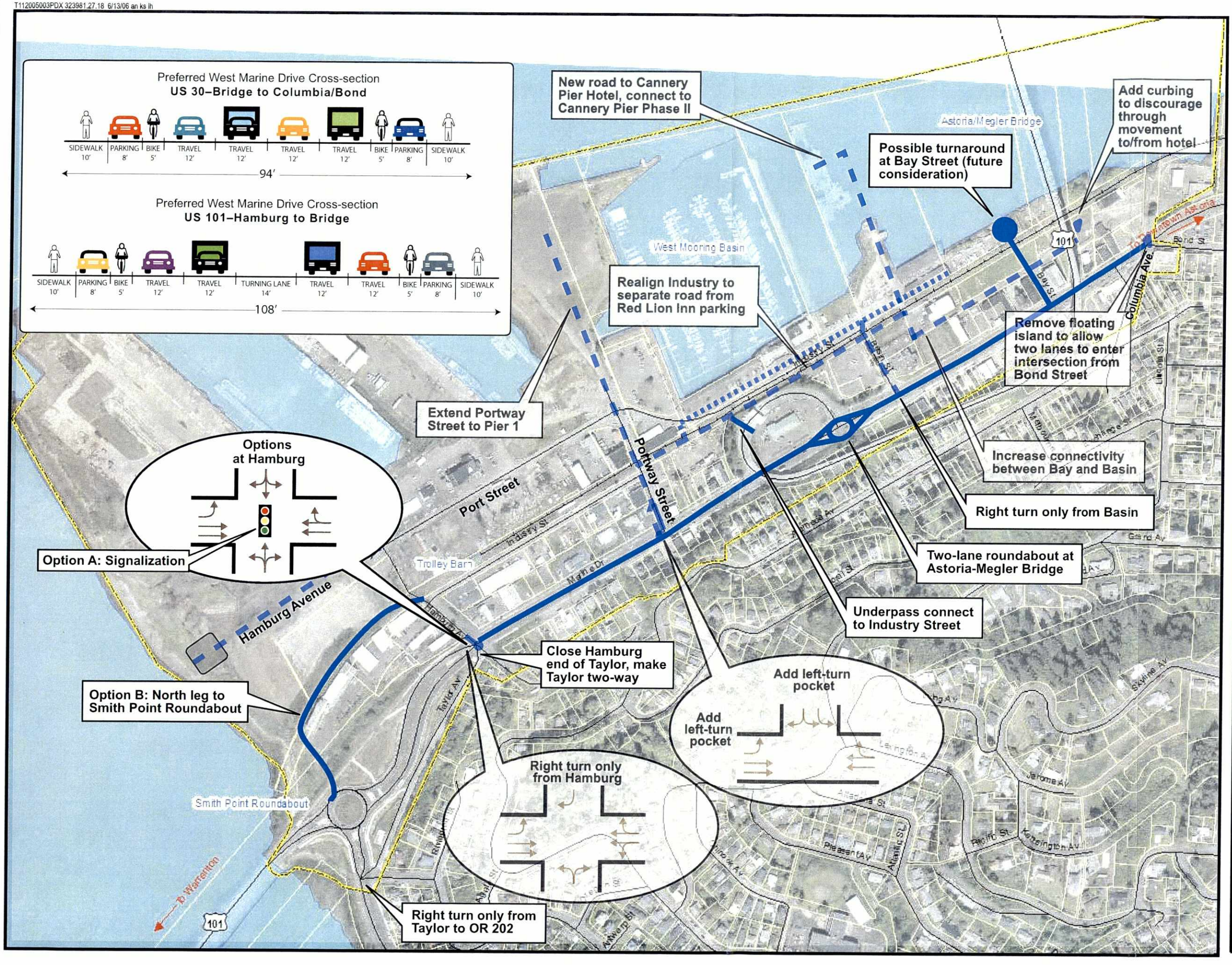

Astoria Port/Uniontown Waterfront Refinement Plan

Figure 3
Long-Term Roadway Circulation Plan

Astoria, Oregon

Legend

- Study Area Boundary
- Taxlots
- Roads
- Trolley Line
- Short-term roadway circulation plan
- Long-term roadway circulation plan
- Parking Lane
- Xxxx — Screened back notes are recommendations from short-term circulation plan

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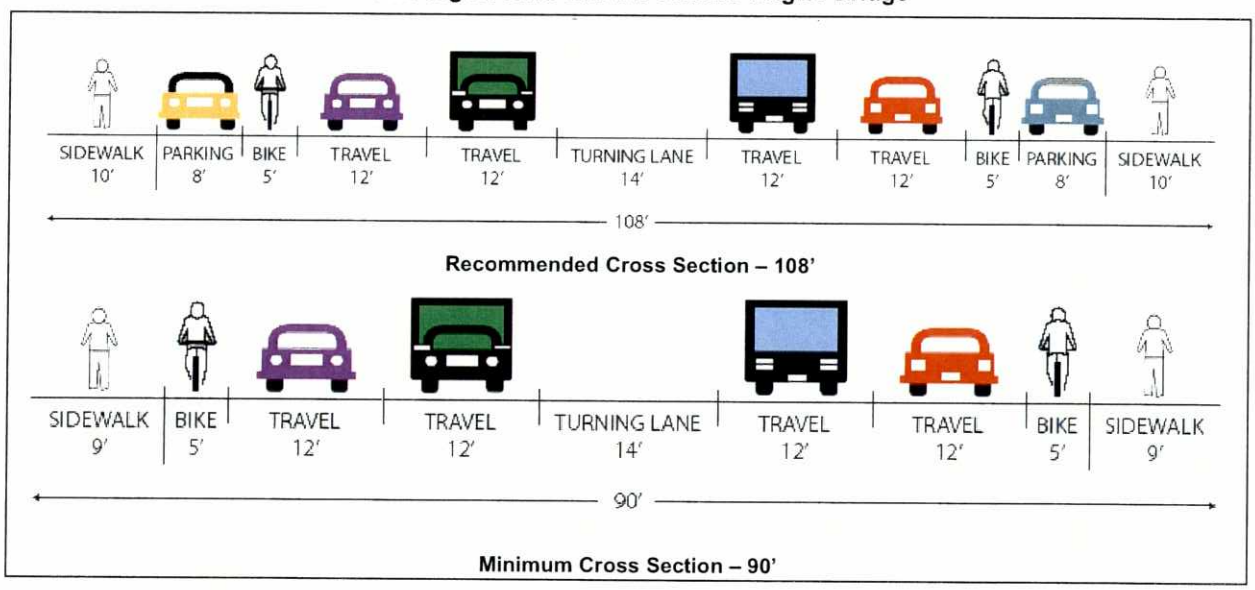
Roadway Circulation Recommendations

The roadway circulation system provides adequate and efficient mobility to trucks and vehicles, while minimizing conflicts with pedestrians, bicyclists, and transit vehicles. The roadway circulation system includes the study area north of Marine Drive; connections between these local streets and Marine Drive; and along Marine Drive itself.

Marine Drive and Local Street Intersections

This refinement plan recommends a change in the Marine Drive cross section to allow for on-street parking and to widen sidewalks to 10′ where possible. Existing ODOT right-of-way in the study area varies between approximately 90′ and 120′ west of the Astoria-Megler Bridge, and 83′ and 124′ east of the Astoria-Megler Bridge. Much of the corridor is already developed and some project stakeholders have raised a concern that businesses would be impacted to accommodate the future highway cross section. In response to these concerns, the City of Astoria has stated that they do not support impacting existing structures to widen Marine Drive, and ODOT therefore proposes two sets of cross sections for this area – minimum (to avoid impacting structures) and recommended. These recommended cross-sections are illustrated in Figures 4 and 5.

Figure 4: Recommended and Minimum Cross Sections for Marine Drive (US 101) between Hamburg Avenue and the Astoria-Megler Bridge



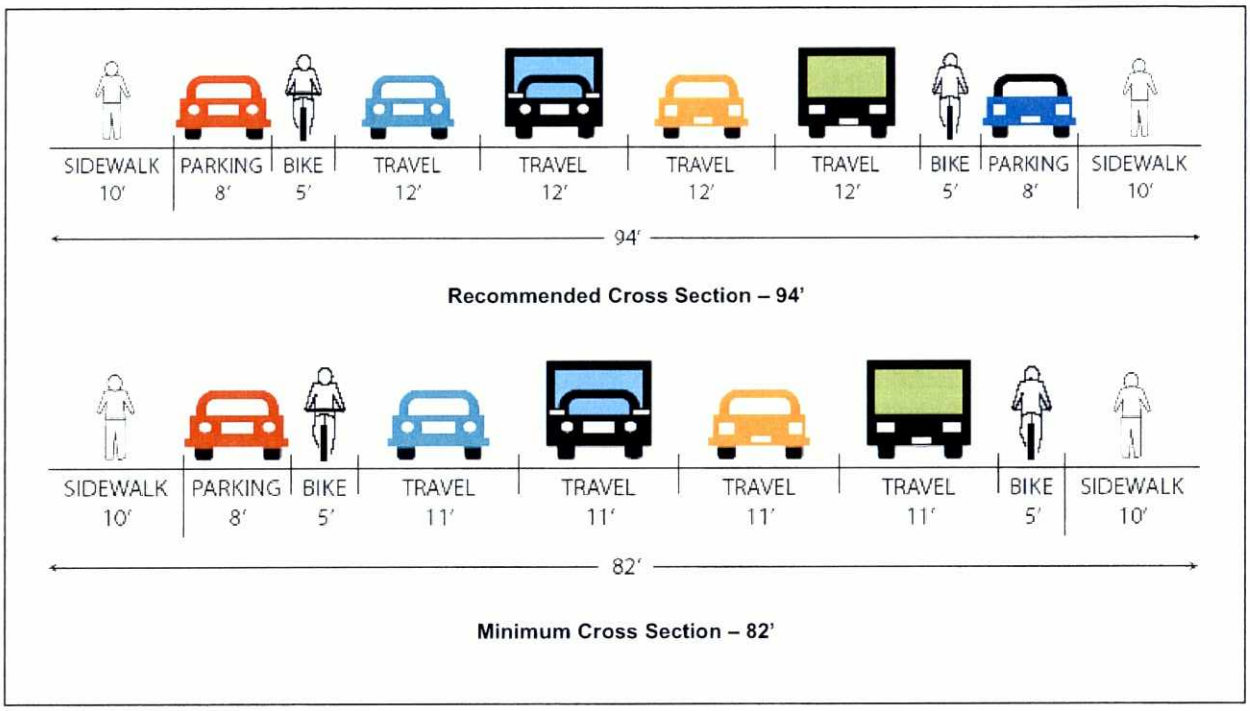
Between the Astoria-Megler Bridge and the Smith Point Roundabout, the recommended cross section retains four travel lanes (all 12′ width), a 14′ center turn lane, 5′ on-street bicycle lanes, 8′ on-street parking, and 10′ sidewalks. The center turn lane would transition to an eastbound left-turn lane at Hamburg Avenue and at Portway Street.

The minimum cross section of 90′ is recommended only for those areas where buildings would be impacted in order to attain the recommended cross section. The narrower cross section is achieved by not adding on-street parking, and by recommending 9′ sidewalks.′

Between the Astoria-Megler Bridge and Columbia Avenue/Bond Street, the preferred cross section includes four 12′ travel lanes, 5′ bicycle lanes, 8′ parking lanes, and 10′ sidewalks.

Left-turn lanes would remain at the Basin Street and the Columbia Avenue/Bond Street intersections.

Figure 5: Recommended and Minimum Cross Section for Marine Drive (US 30) between Astoria-Megler Bridge and Columbia Avenue/Bond Street



The minimum cross section for this segment is 82'. It consists of four 11' travel lanes and on-street parking on one side onlyi. This cross section is recommended only for areas where structures would be impacted to achieve the preferred cross section.

STA Designation

The Refinement Plan recommends that ODOT consider a STA designation for the segment of Marine Drive between the Astoria-Megler Bridge and the Columbia/Bond intersection. This segment of the study area is within the Uniontown-Alameda Historic District, is characterized by compact development with minimum setbacks, and is expected to experience more pedestrian activity associated with future tourist-oriented commercial development in the western section of the port site. Designation of an STA for this highway segment would increase the highway mobility threshold from 0.70 to 0.75. STA Designation could also provide greater flexibility in determining ultimate travel lane widths for this section, as the recommended cross section will be wider than what is there currently and therefore arguably more difficult to cross for bicyclists and pedestrians.

Hamburg Avenue Intersection

In the short term, the Refinement Plan recommends restricting movements out of Hamburg Avenue from the north to right turns only. This does not restrict movement onto Hamburg from Marine Drive, nor does it restrict movement on Hamburg from the south. The restriction would encourage vehicle and truck traffic traveling east on Marine Drive to exit the Port site via Portway Street.

The connection between Taylor Avenue and Hamburg Avenue at Marine Drive should be redesigned. The plan recommends that Taylor Avenue be closed at its east end and allow two-way local access to and from OR 202. The connection with OR 202 should be restricted to right turn only. The area directly to the east of the RV disposal site should be widened to allow sufficient room for RVs to turn around.

In the long term, either a signal at Hamburg Avenue or a new leg to the Smith Point Roundabout would be needed. A signal at Hamburg Avenue would allow all movements, relieving some left-turning traffic from Portway Street. A north leg to the roundabout would connect the highway to the internal street network through a westward extension of Industry Street. This leg would be one way, allowing trucks and vehicles to enter the roundabout from the Port site, but vehicles could not exit the roundabout to enter the Port. Potential constraints to this development include the topography of the land immediately north of the roundabout, potential environmental sensitivities with the Department of State Lands (DSL) property immediately north of the roundabout, and traffic circulation in the vicinity of the Best Western Hotel. Ideally the north leg of the roundabout would connect with Industry north of the Best Western, using the old railroad right-of-way. However it appears from a cursory review of the right-of-way maps that this right-of-way may have been vacated and purchased by the Best Western. An analysis of right-of-way in this vicinity was outside the scope of work for this refinement plan. However if this option were furthered it may require some right-of-way acquisition north of the Best Western.

Portway Street Intersection

Recommended roadway improvements at this intersection include the following:

- Installing an eastbound left-turn lane on Marine Drive, with the addition of a protected left-turn signal phase for vehicles entering the Port site. This would be subject to approval by the State Traffic Engineer.
- Adding a southbound left turn lane from Portway. This increases the number of exiting lanes from one to two. The inside lane would be left-turn only, and the outside lane would be allowed either left or right turns. The left-turn lane's stop bar should be placed far enough back from the intersection to allow visibility for traffic in the southbound right turn lane.
- Moving the centerline on Portway to the west to accommodate trucks turning right onto Portway Street from Marine Drive.

The improvements at Portway Street do not impact the historic Portway Tavern, and assume a 10' continuous sidewalk on the east side of Portway Street. Partial acquisition of the parcel in the NW corner of the Portway/Marine Drive intersection would be required.

The addition of the second southbound lane on Portway Street allows this intersection to operate at acceptable mobility levels, even when featured as the study's "gateway" intersection.

In addition to the improvements at the intersection of Portway Street and Marine Drive, Portway Street should be extended north to Pier 1, to accommodate local traffic accessing the new Port of Astoria office, the "Never on Sunday" market, and other uses.

Astoria-Megler Bridge and Basin Street Intersections

The recommended improvements for these intersections consist of a two-lane roundabout at the Astoria-Megler Bridge intersection and the de-emphasis of the Basin Street intersection. This is illustrated in Figure 6 on the following page.

Under the roundabout recommendation, the signal at Basin Street would be replaced with a flashing yellow light. Left turns from Basin Street onto Marine Drive would no longer be allowed, though the right-in, right-out, and left-in movements would remain. Traffic wishing to travel east on US 30 from Basin would take a right onto Marine Drive and take a U-turn via the roundabout.

ODOT's method for analyzing roundabouts is evolving, and two standards were used (Sidra and G2) to test the future operation of a roundabout at the Astoria-Megler Bridge. Although the roundabout operated within standard using the first (Sidra) approach, it did not operate at an acceptable level under the second (G2) method. Eight other concepts were then analyzed, with the intent of identifying a solution that would operate within standards. Two concepts were found that operated within standard (flyover ramp, slip ramp), but these options dislocated several residences and businesses along the south side of Marine Drive. With this consideration, the project team recommended the roundabout as the preferred context-sensitive solution at this location. Further analysis and approval will be needed from ODOT prior to construction of a roundabout.

As a short-term measure to address queuing concerns, the Refinement Plan recommends that signage be installed on the north side of Marine Drive east of Basin Street, and on the south side of Marine Drive west of the Bridge that directs drivers not to block the intersection.

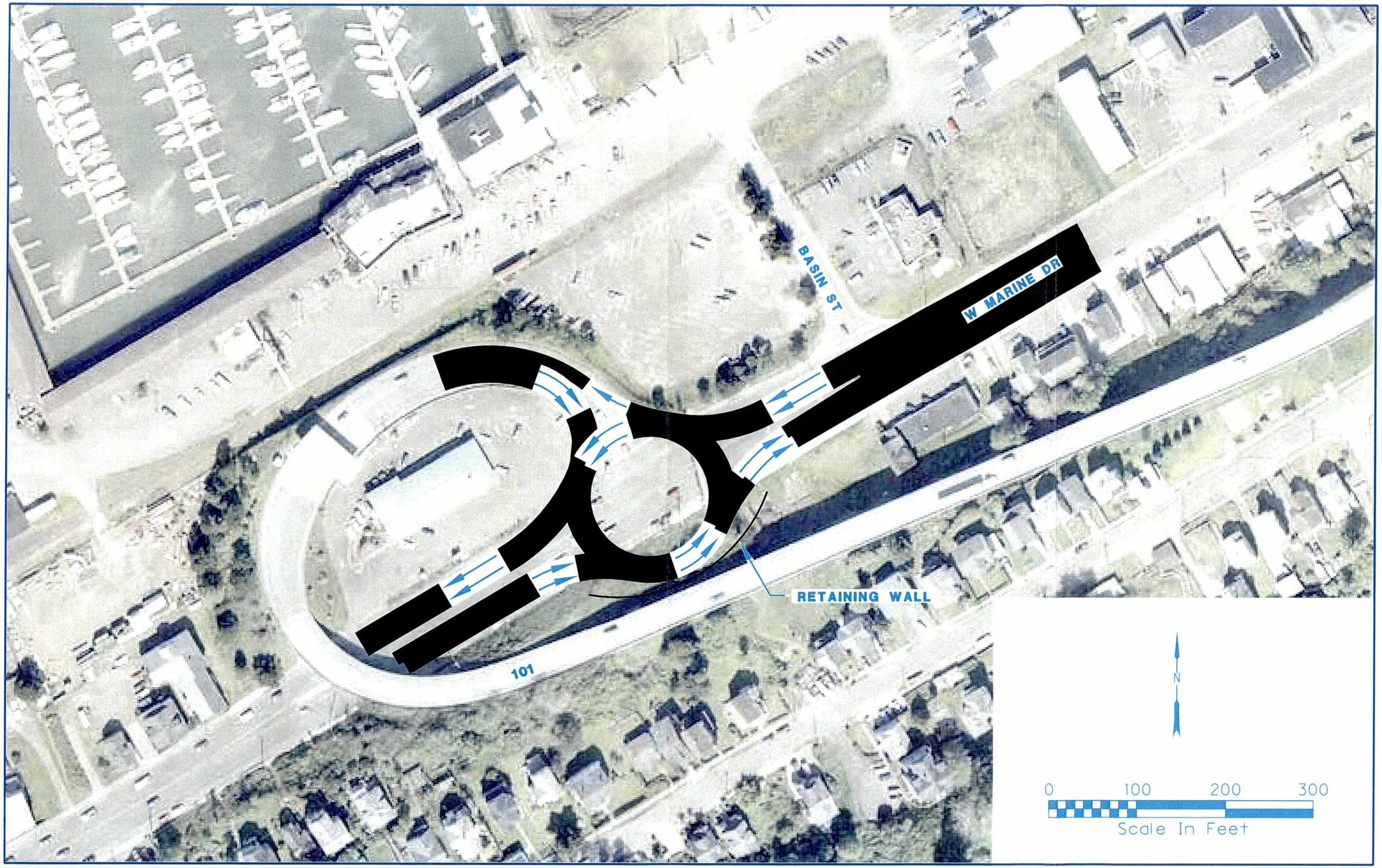
ODOT Area 1 Administrative Office

ODOT is considering relocation for its Administrative Office located on Marine Drive, immediately west of the Astoria-Megler Bridge intersection. If such relocation occurred, the property could redevelop over time for visitor services. Secondary access is recommended to Industry Street to the north via an underpass under the Astoria-Megler Bridge approach. This underpass would provide connections to the Port site for bicyclists, pedestrians, and vehicles from the western edge of the parking lot, where the bridge approach elevation is sufficient to allow an underpass to be built.

Bay Street Intersection

This plan recommends extending Bay Street to the north of the railroad tracks, to connect with the internal circulation system described in the next section. Although preliminary recommendations identified extending Bay Street to the river with a cul-de-sac to facilitate vehicles turning around with parallel parking along the perimeter, this concept would need further consideration before it is constructed.

No improvements or restrictions are recommended for the intersection of Bay Street and Marine Drive. Left turns out of Bay will be difficult at certain times of day. However, it is not recommended to prohibit these turns because it would require out of direction travel, might encourage vehicles to cut through the Holiday Inn Express parking lot, and because left turns are allowed out of driveways in the vicinity of Bay. Rather, conditions will discourage drivers from trying to take a left turn out of Bay Street.



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Columbia Avenue / Bond Street Intersection

Create two approach lanes from Bond Street by removing the floating right-turn island and removing approximately 100' of parking (4-5 parking stalls) on the eastern side of Bond Street near the throat of the intersection. This allows two lanes of traffic to enter the intersection from Bond Street – the inner lane turning either southbound on Columbia Avenue or west on Marine Drive; and the outer lane turning west on Marine Drive, north on Columbia Avenue, or east on Marine Drive. Vehicles turning east on Marine Drive could turn right on red when the queue turning north or west is two vehicles or less.

Internal Circulation System

Vicinity of Bay

- Improve the east-west connection perpendicular with Bay Street, between Basin Street and the west end of the Holiday Inn Express parking lot (see Figure 2). This includes improving the existing road in the immediate vicinity of Bay Street, and extending it westward along the southern edge of the Ocean Beauty parcel. The internal circulation road would include two 45-degree turns; the first turning north along the western edge of the Ocean Beauty parcel, and the second turning west south of the trolley tracks and extending to Basin Street. This road would align with Industry Street (see next section).
- Create a north-south connection from this new road to the Cannery Pier Hotel. This connection would cross the trolley tracks.
- Create an east-west parking-access street between the eastern edge of the Union Fish LLC Building to the western edge of the Red Lion Inn. This would be a street used for parking only – through travel would be discouraged.

Holiday Inn Express

The Holiday Inn Express parking lot provides access to the Port site via its west end. When the local street network is improved, there is some concern that traffic will use the hotel parking lot as a shortcut to the Port area. Although closing off access to the local street network was considered, it was not recommended as access was to be retained for emergency vehicles. To discourage 'shortcut traffic,' it is therefore recommended that raised, landscaped curbing be installed in a manner so that vehicles wishing to access the local street system would need to circulate in and around the hotel parking lot.

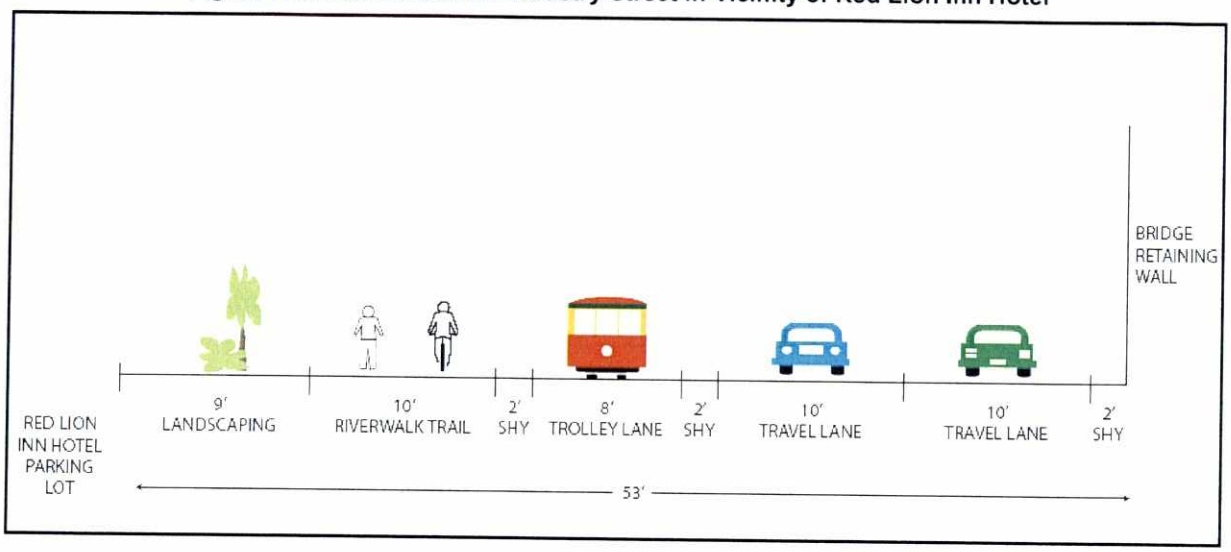
- Consider extending Bay Street across the trolley tracks in the long term, to a turnaround area near the Columbia River. This would provide a connection to the RiverWalk Trail.
- Develop a naming scheme for the internal circulation network. Some documents have labeled the road perpendicular to Bay Street as Bay Street; other sources consider it an extension to Industry Street. The City and the Port need to explore possible names for the internal street network to differentiate it from existing roadways.

Industry Street

Relocate Industry Street south of the railroad tracks between Basin Street and Portway Street. This location is currently used by the RiverWalk Trail, which would be relocated north of the railroad tracks. This strategy straightens Industry Street and separates it from the Red Lion Inn parking lot. The realigned street would be reconnected to its existing alignment at Portway Street. Because the distance is constrained between the Astoria-Megler Bridge retaining wall and the railroad tracks, and due to the close proximity of the RiverWalk multi-use path, the width of this segment of Industry Street is expected to be narrower than City standard. See Figure 7.

If the City required additional width for Industry Street, the trolley tracks could be shifted to the north, within existing railroad right-of-way. This decision would be made during the design phase. Although shifting the railroad tracks is not specifically recommended in this plan, the cost estimates assume some additional contingency to reflect the constraints existing in this segment. See Technical Memorandum #11 in the Appendix.

Figure 7: Cross Section for Industry Street in Vicinity of Red Lion Inn Hotel



Hamburg Avenue

Hamburg Avenue currently ends at its intersection with Port Street. However in the short term Hamburg Avenue will be extended west, from the intersection with Port Street to the west end of Pier 3. This extension would better serve Englund Marine and Columbia Pacific Marine and would provide a connection to a parking area to serve the RiverWalk Trail.

Timeframe of Improvements

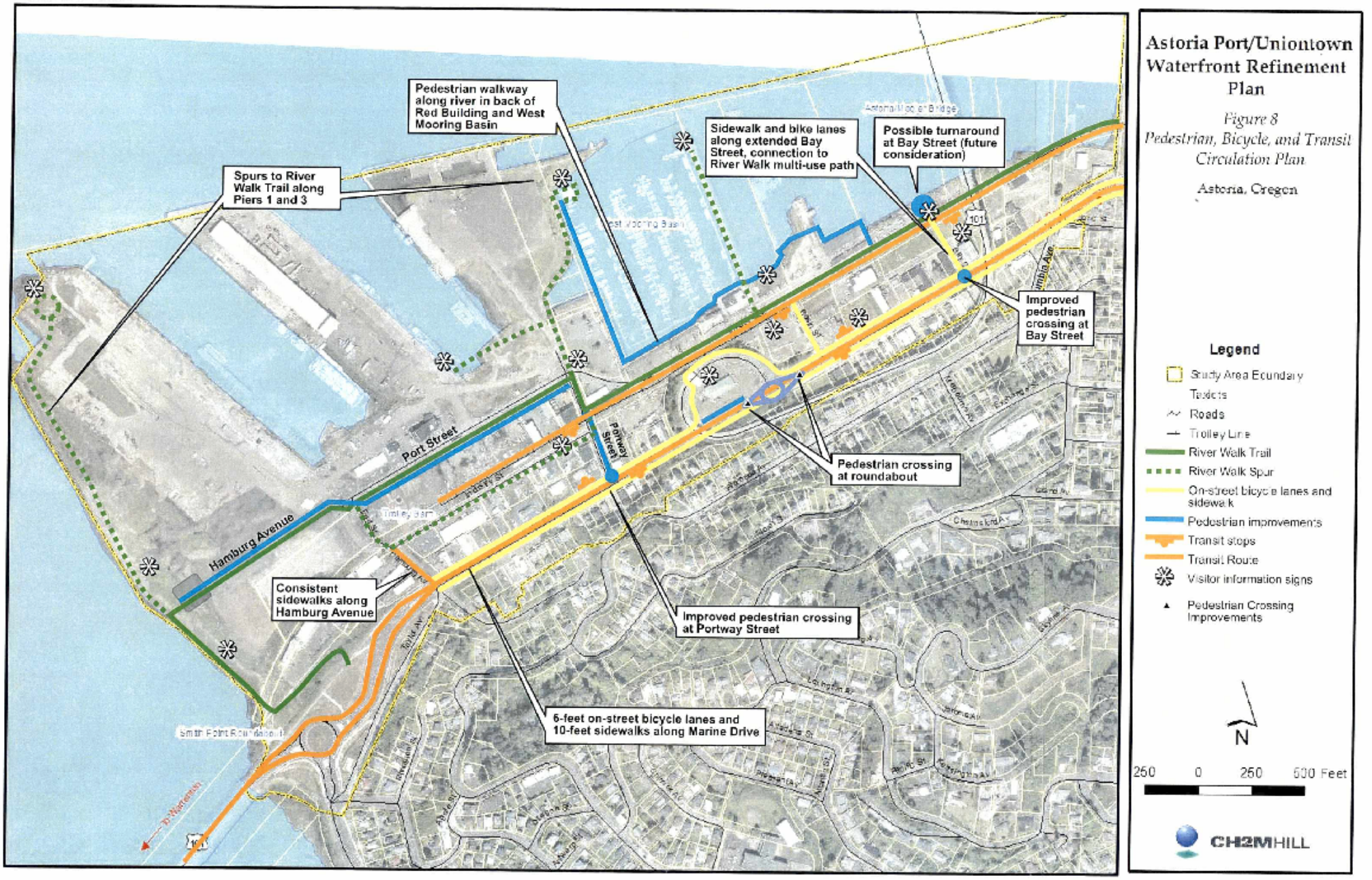
Table 1 below summarizes the roadway circulation improvements recommended as part of this refinement plan, and identifies the recommended timeframe for these improvements.

TABLE 1
Roadway Circulation Improvements Summary

Intersection or Road Name	Description of Improvement	Short-Term	Long-Term	Notes
West Marine Drive	Widen cross-section between Hamburg and Bridge to 108', to include four travel lanes, a center turn lane, bicycle lanes, parking, and 10' sidewalks.		•	To avoid right-of-way conflicts a 90' minimum cross section is also recommended. This cross section does not include on-street parking and has 9' sidewalks.
	Widen cross-section between Bridge and Columbia/Bond to 94', to include four travel lanes, bicycle lanes, parking, and 10' sidewalks.		•	To avoid right-of-way conflicts a 82' minimum cross section is also recommended. This cross section includes 11' travel lanes and removes on-street parking from one side.

TABLE 1
Roadway Circulation Improvements Summary

Intersection or Road Name	Description of Improvement	Short-Term	Long-Term	Notes
Hamburg Avenue	Restrict exit to right-turn only from north approach.	•		Southbound left-turns to use Portway Street. Change to help safety and mobility at this intersection.
	Install signal, allow all movements OR explore addition of new leg to Smith Point Roundabout		•	Would require some reconfiguration of landscaping from Smith Point Roundabout west of Hamburg. Traffic signal would require approval from State Traffic Engineer. New leg to roundabout would need a separate environmental review.
Taylor Avenue	Close Hamburg end of Taylor. Allow two-way traffic along Taylor and area for turn around at Hamburg. Make entry on OR 202 right-turn only (eastbound traffic to use roundabout).		•	May require redesign of intersection where Taylor, Irvington, and Marine Drive come together.
Portway Street	Install eastbound left turn lane on Marine Drive.	•		
	Move centerline to west to accommodate trucks making westbound right turn.	•		Requires acquisition of right of way from parcel on NW quadrant of intersection.
	Modify Portway to allow two lanes exiting, including one left-turn only, and one left- or right-turn lane.	•		Assumes continuous 10' sidewalk on east side of Portway, and no sidewalk on west side of Portway.
	Improve Portway to city standard between Pier 1 and Marine Drive	•		
Astoria-Megler Bridge	Construct two-lane roundabout (subject to further review and approval by ODOT).		•	Requires closing eastern driveway of ODOT office, and likely to change western driveway of ODOT office to right-in, right-out.
Basin Street	Add signs to not block intersection.	•		MUTCD Sign R10-7
	Remove signal. Restrict left turns from Basin. Vehicles wishing to travel east on US 30 would turn right and go around the roundabout.		•	Changes would be constructed as part of roundabout project.
Bay Street	Improve Bay Street to connection with internal street system	•		No improvements or restricted movements at intersection, in part to discourage through travel in vicinity of Bay Street.
	Consider extending Bay Street north of the trolley tracks to a turnaround near the Columbia River. This recommendation is contingent on future development in the vicinity of Bay.		•	


Pedestrian walkway along river in back of Red Building and West Mooring Basin
Sidewalk and bike lanes along extended Bay Street, connection to River Walk multi-use path
Possible turnaround at Bay Street (future consideration)
Spurs to River Walk Trail along Piers 1 and 3
Improved pedestrian crossing at Bay Street
Pedestrian crossing at roundabout
Port Street
Portway Street
Hamburg Avenue
Consistent sidewalks along Hamburg Avenue
Improved pedestrian crossing at Portway Street
6-feet on-street bicycle lanes and 10-feet sidewalks along Marine Drive
Astoria Port/Uniontown Waterfront Refinement Plan
Figure 8
Pedestrian, Bicycle, and Transit Circulation Plan
Astoria, Oregon
Legend
Study Area Boundary
Tax lots
Roads
Trolley Line
River Walk Trail
River Walk Spur
On-street bicycle lanes and sidewalk
Pedestrian improvements
Transit stops
Transit Route
Visitor information signs
Pedestrian Crossing Improvements
N
250 0 250 500 Feet
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Portway Street

Several improvements are recommended to the Portway Street intersection so that it operates well for pedestrians without conflicting with its "gateway" function for trucks and automobiles. Recommendations include:

- Construct a 10' sidewalk on the east side of Portway Street, between Pier 1 and Marine Drive. The extra width would emphasize Portway as a pedestrian gateway feature for cruise ship patrons. No sidewalks are recommended for the west side of Portway Street to minimize conflicts between pedestrians and trucks.
- Add a visible, ladder-style pedestrian crosswalk across Portway Street where connections are made to the RiverWalk Trail or its spurs. These occur at Industry Street, Port Street, and the south end of Pier 1 (see also section on RiverWalk Trail).
- Maintain the sidewalks on Marine Drive as recommended in the earlier section (10', continuous) and construct a ladder-style crosswalk across Portway Street on the north side of Marine Drive.
- Recess stop bar on Marine Drive east of Portway Street to improve pedestrian visibility.
- Improve the crossing of Marine Drive on the east side of the Portway intersection. Include a well-marked ladder-style crosswalk and a pedestrian-activated signal.

Astoria-Megler Bridge

A two-lane roundabout is recommended for the base of the Astoria-Megler Bridge. On-street bicycle lanes and sidewalks would be continuous on the south side of Marine Drive, as no roads or driveways enter the roundabout from the south. Pedestrian crossings of Marine Drive would be accommodated on both the east and west ends of the roundabout. These crossings are expected to have a similar design as the Smith Point Roundabout.

A potential conflict exists on the roundabout's north approach, as bicyclists and pedestrians traveling westbound on Marine Drive intersect with vehicles accessing the Astoria-Megler Bridge to and from the State of Washington. To minimize this conflict, the plan recommends shifting bicycle and pedestrian movement away from the northern approach to the roundabout. This would be done by following the bridge approach to the north, and lowering the grade to meet the RiverWalk Trail north of Industry Street. The path would then follow along the RiverWalk Trail for approximately 250' before diverging south along the proposed underpass leading to the ODOT parking lot. The path would then follow the western edge of the parking lot and reconnect with Marine Drive.

No pedestrian or bicycle access would be allowed to the center of the roundabout.

Basin Street

On-street 6' bicycle lanes and 5' sidewalks are recommended along both sides of Basin Street between Marine Drive and Industry Street.

Bay Street

Historically, there has been a pedestrian crossing at Bay Street with a flashing signal. However, pedestrian visibility remained a serious concern. Several low-cost improvements were identified through the Astoria Uniontown Refinement Plan project and subsequently received funding through an ODOT Bicycle-Pedestrian Quick Fix Grant. Improvements

include the removal of overhead signing, the installation of a new crosswalk, an advance stop bar on both the east and west approaches, and extended curbs on both sides of Marine Drive. These improvements have recently been constructed. New signage directs drivers to look out for pedestrians.

On-street bicycle lanes and sidewalks are recommended for both sides of Bay Street from Marine Drive to its extended terminus by the River. The extended Bay Street will connect with the RiverWalk Trail. Bike lanes would end at the RiverWalk Trail, but sidewalks would continue around the perimeter of the cul-de-sac turnaround area.

RiverWalk Trail

Main Trail

The improvements to the RiverWalk trail are illustrated in Figure 8 and described below, beginning at the east end of the study area. All recommendations assume the RiverWalk Trail will be an off-street multi-use path of 10′ width with 10′ minimum overhead clearance.

(a) ***Industry Street.*** The area currently used for the RiverWalk Trail has been designated for a future realignment of Industry Street to separate the street from the Red Lion Inn parking lot. When this realignment occurs, the RiverWalk Trail would be shifted to the area immediately north of the trolley tracks, between Basin Street and Portway Street. Right of way width is constrained, and may require the RiverWalk Trail and trolley tracks to share an alignment for a short distance, similar to the portion of the RiverWalk Trail east of the Holiday Inn Express, and similar to the alignment of the Portland Streetcar (Lovejoy alignment) in Portland, OR.

(b) ***Portway Street.*** The Trail would continue along the east side of Portway Street between Industry Street and Port Street.

(c) ***Port Street.*** The RiverWalk Trail will then cross Portway Street and continue along the north side of Port Street.

(d) ***Hamburg Avenue.*** Immediately west of the Port Street/Hamburg Avenue intersection, Hamburg Avenue jogs to the north. The RiverWalk trail would cross Hamburg at this location and continue along the south side of Hamburg Avenue until its terminus at the Pier 3 parking area.

(e) ***Connection with Smith Point Roundabout.*** The RiverWalk Trail would continue south from the parking area to connect with the Smith Point Roundabout.

Spurs off Main Trail

Several spurs are recommended off the main RiverWalk alignment:

(f) ***West Mooring Basin.*** This spur would branch off from the RiverWalk Trail approximately 150′ west of Basin Street, and travel along the jetty on the eastern edge of the West Mooring Basin.

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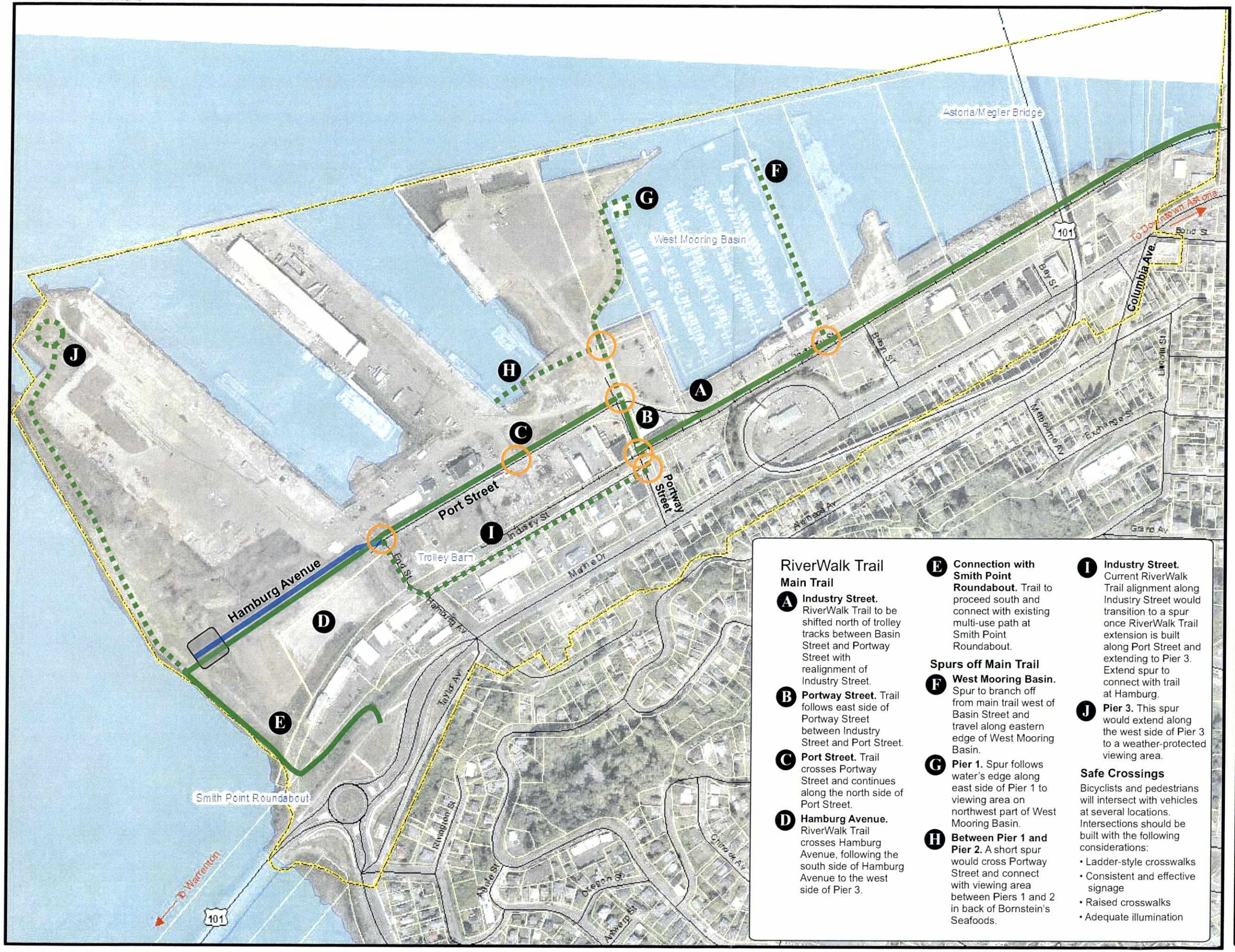
Astoria Port/Uniontown Waterfront Refinement Plan

Figure 9
RiverWalk Trail

Astoria, Oregon



RiverWalk Trail

Main Trail

A **Industry Street.** RiverWalk Trail to be shifted north of trolley tracks between Basin Street and Portway Street with realignment of Industry Street.

B **Portway Street.** Trail follows east side of Portway Street between Industry Street and Port Street.

C **Port Street.** Trail crosses Portway Street and continues along the north side of Port Street.

D **Hamburg Avenue.** RiverWalk Trail crosses Hamburg Avenue, following the south side of Hamburg Avenue to the west side of Pier 3.

E **Connection with Smith Point Roundabout.** Trail to proceed south and connect with existing multi-use path at Smith Point Roundabout.

Spurs off Main Trail

F **West Mooring Basin.** Spur to branch off from main trail west of Basin Street and travel along eastern edge of West Mooring Basin.

G **Pier 1.** Spur follows water's edge along east side of Pier 1 to viewing area on northwest part of West Mooring Basin.

H **Between Pier 1 and Pier 2.** A short spur would cross Portway Street and connect with viewing area between Piers 1 and 2 in back of Bornstein's Seafoods.

I **Industry Street.** Current RiverWalk Trail alignment along Industry Street would transition to a spur once RiverWalk Trail extension is built along Port Street and extending to Pier 3. Extend spur to connect with trail at Hamburg.

J **Pier 3.** This spur would extend along the west side of Pier 3 to a weather-protected viewing area.

Safe Crossings

Bicyclists and pedestrians will intersect with vehicles at several locations. Intersections should be built with the following considerations:

- Ladder-style crosswalks
- Consistent and effective signage
- Raised crosswalks
- Adequate illumination

Legend

- RiverWalk Trail
- RiverWalk Spur
- Road Crossings

N

250 0 250 500 Feet

CH2MHILL

(g) ***Pier 1.*** This spur begins on the east side of Portway Street, where the RiverWalk Trail turns west along Port Street. The spur travels north, along the water's edge to a viewing area on the northwest part of the West Mooring Basin. Pedestrians could walk through the Breezeway in Port Building to see the cruise ship area on the west side of the Pier. Removal of an aboveground storage tank located along the southeast part of Pier 1 would be necessary.

(h) ***Viewing Area between Piers 1 and 2.*** A viewing area open to the public would be located on a dock between Piers 1 and 2, in back of the Bornstein's Seafood development. A short spur branching off of the Pier 1 spur would cross Portway Street and connect with this viewing area. The dock itself would be accessible to pedestrians only, and would be closed when in use by Bornstein's.

(i) ***Industry Street.*** Currently, the RiverWalk Trail continues along the northern edge of Industry Street between Portway Street and the Trolley Barn. The City of Astoria and the Port of Astoria should consider whether the main RiverWalk alignment should be shifted from Industry Street to Port Street. The shift would provide more connectivity for the RiverWalk Trail, due to its connection with the Smith Point Roundabout. Under this scenario (shown in figures as the recommendation), the Industry Street connection would be retained as a spur. The spur should be extended over time to the west end of Industry Street, and along the eastern edge of Hamburg to reconnect with the mainline trail at Port Street.

The Industry Street spur is immediately south of the trolley tracks. To connect with the spur, the trail would cross the tracks at a 90 degree angle on the east side of Portway Street, and then cross Portway Street south of the tracks.

(j) ***Pier 3.*** This spur would branch from the RiverWalk Trail at the west end of Pier 3, extending northwest along the west side of the pier. A covered shelter is planned for the end of this spur.

As the RiverWalk Trail is extended through the Port area, illumination should be provided along its length. Illumination should also be added for any areas where it does not exist along the existing RiverWalk.

Safe Crossings

Any location where the RiverWalk Trail or one of its spurs intersects with a street creates a potential conflict point between trucks, vehicles, and bicyclists/pedestrians. Intersection areas should be designed with the following considerations:

- Speed humps or raised intersections that will slow traffic and create a visual cue that the road is crossing a trail.
- Ladder-style crosswalks that are visible and add to the visual that the road is approaching a trail crossing.
- Signage of a consistent design that will further alert drivers of the approaching RiverWalk Trail, will serve as a wayfinding tool for bicyclists and pedestrians, and will direct all parties to be careful when crossing an intersection.

- Adequate illumination to increase safety during nighttime conditions.
- Design elements such as pavement color, provision of a curb between the trail and the roadway, landscaping, and fencing as appropriate to further delineate the location of the RiverWalk Trail.

The RiverWalk Trail is a multi-use path operating in an industrial environment. Proper design of this trail is important in order to maximize safety.

Pedestrian Boardwalk

A pedestrian-only boardwalk facility is recommended between the Union Fish LLC building and Pier 1. This facility should be 10' wide and limited to pedestrian-only use. The boardwalk would begin as a path, branching off from the RiverWalk trail on the east side of the Union Fish LLC building, traveling north to the river. From this location the boardwalk would follow the riverfront to the West Mooring Basin. Sidewalks would connect the pedestrian path to the Cannery Pier Hotel. The boardwalk would continue along the south side of the mooring basin, and along its western edge. The boardwalk would connect to the RiverWalk Trail spur.

Timeframe of Improvements

Table 2 on the following page summarizes the bicycle and pedestrian circulation improvements recommended as part of the refinement plan, and identify the recommended timeframe for these improvements.

TABLE 2
Bicycle and Pedestrian Circulation Improvements Summary

Intersection or Road Name	Description of Improvement	Short-Term	Long-Term	Notes
West Marine Drive	Construct continuous 10' sidewalks and 6' bicycle lanes on both sides of Marine Drive		•	Continuous 6' sidewalks exist, as does a westbound bicycle lane and an eastbound bike lane between Hamburg and Portway. Construct additional as part of roadway improvements on Marine Drive. Part of section west of Astoria-Megler Bridge may require 9' sidewalks.
Hamburg Avenue	Construct continuous 5' sidewalks and 6' bicycle lanes on both sides of Hamburg Avenue		•	Partial sidewalk exists. Construct as part of other roadway improvements on Hamburg Avenue.
Portway Street	Construct a continuous 10' sidewalk on east side of Portway between Pier 1 and Marine Drive	•		Improvements to be made in conjunction with roadway circulation recommendations.
	Add ladder-style crosswalk at Portway Street/Marine Drive intersection, across Portway Street and Marine Drive	•		
	Recess stop bar on Marine Drive	•		

TABLE 2
Bicycle and Pedestrian Circulation Improvements Summary

Intersection or Road Name	Description of Improvement	Short-Term	Long-Term	Notes
Astoria-Megler Bridge	Bring on-street bicycle lane and sidewalk off north side of Marine Drive to avoid conflict with bridge-bound vehicles. Follow east side of bridge on ramp to connect with RiverWalk Train north of Industry Street. Follow RiverWalk Trail for approx 250', diverge to south to connect via underpass to ODOT parking lot. Follow west edge of parking lot to reconnect with Marine Drive.		•	To be constructed at same time as roundabout.
	Pedestrian crossings of Marine Drive on east and west sides of roundabout.		•	To be constructed at same time as roundabout.
Basin Street	On-street bicycle lanes and sidewalks along both side of Basin Street between Marine Drive and Industry Street	•		Potential tie-in of improvements with development construction.
Bay Street	Install ladder-style crosswalk.	•		Improvements have been constructed with use of ODOT Bicycle-Pedestrian Quick Fix grant money.
	Construct curb extensions on both sides of Marine Drive to reduce crossing distance.	•		
	New signage to direct drivers to look out for pedestrians.	•		
RiverWalk Trail	Realign trail to north side of railroad tracks between Basin and Portway. Some segment of trail may require shared path with trolley.	•		RiverWalk Trail extension to be constructed as part of approved ODOT Transportation Enhancement grant.
	Extend trail on east side of Portway Street between Industry and Port.	•		
	Extend trail on north side of Port Street.	•		
	Extend trail west on south side of Hamburg Avenue to west side of Pier 3.	•		
	Extend trail south from Pier 3 to connect with Smith Point Roundabout.	•		

TABLE 2
Bicycle and Pedestrian Circulation Improvements Summary

Intersection or Road Name	Description of Improvement	Short-Term	Long-Term	Notes
RiverWalk Trail Spurs	Spur along east side of West Mooring Basin.	•		Spurs off RiverWalk Trail to be constructed as part of approved ODOT Transportation Enhancement grant.
	Spur along east side of Pier 1.	•		
	Spur to viewing area between Piers 1 and 2.	•		
	Transition of trail along Industry Street from main trail alignment to spur. Extension of this spur to the west end of Industry Street and along the eastern edge of Hamburg Avenue to reconnect with the mainline RiverWalk trail.	•		
	Spur along west side of Pier 3 from parking area to north end of pier.	•		
RiverWalk Trail Crossings	Construct crossings to minimize conflicts between vehicles, bicyclists, and pedestrians.	•		Constructed as part of approved ODOT Transportation Enhancement grant.
Pedestrian Boardwalk	Construct boardwalk along north side of Union Fish LLC, along riverfront, and along south side of West Mooring Basin	•		Potential tie-in of improvements in conjunction with development construction

Transit Circulation Recommendations

Sunset Empire Transit District

The refinement plan recommends retaining the two stops along Marine Drive, though slight adjustments are needed to accommodate the roadway circulation plan.

- ***Portway Street.*** The westbound transit stop should be shifted 50'-75' to the west of the Portway intersection. This minimizes conflicts between buses and right-turning trucks from Portway Street, allows the bus to safely clear the intersection, and provides a safe waiting area for pedestrians. This shift would require a new concrete pad to accommodate the stop. This stop is anticipated for use by visitors to the Port site as well as employees, and a transit shelter providing weather protection for riders is recommended. ODOT or the Sunset Empire Transit District should consider acquiring a sliver of right of way from the south end of the parcel on the NW quadrant of the Portway Street / Marine Drive intersection to allow for a bus pullout area. This would allow the bus to serve the stop while avoiding impacts to traffic along Marine Drive. No changes are recommended to the location of the eastbound transit stop, though an upgrade to the existing transit shelter should be considered.
- ***Basin Street.*** At a minimum, the eastbound and westbound transit stops should remain on the east side of the Basin Street intersection to avoid conflicts with the proposed roundabout. Further analysis of this stop location should be done during design of the

proposed roundabout to ensure that no conflicts exist at the current location – the stop could potentially be moved east towards Bay Street. A transit shelter providing weather protection should be considered for the westbound transit stop.

Astoria Waterfront Trolley

The refinement plan recommends that the Trolley Association continue this popular trolley service, and identify additional funding to allow this currently-volunteer-run service to operate more frequently. Funding would be used to procure an additional trolley vehicle, and for operations and maintenance. The Association should explore expanding service to year-round and increasing the hours of operation to include morning and early afternoon. The Association should consider procurement of funding to transition from a volunteer service to a transit agency, with paid employees.

Parking

The recommended cross section for Marine Drive includes on-street parking on both sides of the highway. This provides a substantial increase in the number of on-street parking spaces over what exists today, by adding parking to the south side of Marine Drive between Hamburg Avenue and Portway Street, and to the north side of Marine Drive between Bay Street and Hamburg Avenue. Parking will not be allowed within the Astoria-Megler Bridge roundabout, or in sections where right-of-way constraints can not accommodate the recommended cross section without impacting existing buildings.

Within the Port site, most parking areas are off-street and specific to the development for which they were built. Similarly, much of the future development within the study area will generate traffic, but adequate on-site parking will be a condition of development. These areas are therefore not called out as part of the Refinement Plan.

Over time, the study area is expected to become a substantial draw for visitors. Due to the area's limited geography, parking can be expected to become more of an issue as commercial outlets continue to develop. Therefore, it is recommended that the City of Astoria and the Port of Astoria consider forming a parking district to address future parking issues and concerns.

Visitor-Oriented/Wayfinding Circulation

Welcome to Oregon/End of US 30 Sign

A large sign is recommended for this location, both to welcome travelers from Washington State and to celebrate the end of US 30. The sign would read "Welcome to Oregon" "Oregon Coast Scenic Byway" and "End of US 30" and provide directions to Seaside and Astoria. If the ODOT District Office property redevelops into a visitor center, signage would encourage travelers to stop in the visitor center for information. Once at the center, visitors would be encouraged to connect with the study area via the underpass.

Because a roundabout is recommended for this location, the sign could be placed in the center of the roundabout (relevant ODOT signage standards would apply). Other possible locations for a sign include the hillside south of Marine Drive, or the eastern end of the ODOT District office property.

Information Kiosks

Information kiosks would be stationary displays located throughout the study area that provide a map of the area (including the RiverWalk Trail, major roads, and areas of interest), provide distances and estimated walking times to other areas of interest, and supply historical or background information about the specific location.

Landscaping and Lighting Standards

Standards for landscaping, sidewalks and illumination are recommended to provide a consistent, unique look for Uniontown and the non-industrial areas within the Port property. This will provide a visual cue to visitors that they are part of the main circulation system.

The City of Astoria is developing an illumination standard that can be used throughout the non-industrial parts of the study area. The industrial areas within the Port property will likely require other illumination treatments.

Access Management Plan

Summary of Plan

The purpose of the access management plan is to provide access management tools to the City of Astoria and ODOT to assist them in improving the mobility and safety of the Marine Drive corridor.

Recommendations

Many access management strategies were considered in the development of the Access Management Plan. These were separated into short-, medium-, and long-range actions depending upon the funding status and the anticipated timing. However, redevelopment can occur at any time. Therefore, even though some projects are included in the medium-range action list, it would be wise for the city to adopt ordinances to give them more flexibility with applying the access management tools. The short-, medium-, and long-range actions are discussed below and indicated in Figures 10, 11, and 12. Additional discussion is provided in the Appendix (Memo 10b).

Short-Range Actions (0 – 5 years)

Short-range actions were identified that can be implemented once the access management plan is adopted and include any projects identified in the State Transportation Improvement Program (STIP) and the City of Astoria Capital Improvement Program (CIP) that would impact access.

- ***Figure 11, letter "d":*** An approach to apartments is provided on the south side of Marine Drive approximately 30 feet east of the Marine Drive/Portway Street intersection. This driveway has significant sight distance issues due to the close building spacing. The owner indicated that this driveway is rarely used and it would be acceptable to gate this access. It is recommended that this approach be gated for safety reasons.

(1"=100')

INDUSTRY ST

HAMBURG AVE

PORTWAY ST

MARINE DR

TAYLOR AVE

a b c d e f g h i

LEGEND

- ODOT RIGHT-OF-WAY

(x) - LETTER CORRESPONDS TO DISCUSSION IN TEXT

POTENTIAL ACCESS MANAGEMENT STRATEGIES
ASTORIA, OREGON

FIGURE **10**



LEGEND

- ACCESS CONTROL LINE
- ODOT RIGHT-OF-WAY
- (x) - LETTER CORRESPONDS TO DISCUSSION IN TEXT

POTENTIAL ACCESS MANAGEMENT STRATEGIES
ASTORIA, OREGON

FIGURE **11**



LEGEND

- ACCESS CONTROL LINE
- ODOT RIGHT-OF-WAY
- (x) - LETTER CORRESPONDS TO DISCUSSION IN TEXT

POTENTIAL ACCESS MANAGEMENT STRATEGIES
ASTORIA, OREGON

FIGURE **12**

- ***Figure 12, letter "b":*** An approach is provided to a group home approximately 135 feet west of the Marine Drive/Bay Street intersection. Access is also provided via a private road on the north edge of the property. Conversations with a person employed by the group home indicated few residents drive vehicles. Since the approach is rarely used and additional access is available to the rear, it is recommended that, pending the property owner's concurrence, this driveway be investigated for closure.

Medium-Range Actions (5 – 10 years)

Medium-range actions are intended to identify strategies and solutions that move in the direction of the goals identified in the visioning process. These strategies are summarized below.

- ***Figure 10, letter "b":*** Access to the Shell Station on the north side of Marine Drive is provided by three approaches on Marine Drive and one driveway, 100 feet in width, to Hamburg Avenue.

  The two driveways located closest to Hamburg Avenue do not meet the 720-foot spacing requirement set forth by the OHP, but both driveways have permits on file with ODOT. Only one of these driveways is necessary for adequate on-site circulation, therefore it is recommended that one be investigated for closure.

  - The third driveway, located farthest from Hamburg Avenue, does not meet the spacing standards and does not have a permit on file with ODOT. This driveway appears to serve a separate lot, but is owned by the same owners as the adjacent property and provides access to the Shell Station. As this driveway appears to serve no meaningful function, ODOT should investigate the closure of this approach.

  - The opportunity to reduce the width of the wide approach on Hamburg Avenue to 30 feet and to relocate it to the north edge of the property should be investigated.

- ***Figure 10, letter "c":*** An approach located approximately 450 feet east of the Marine Drive/Hamburg Avenue/Taylor Avenue intersection serves existing apartments on the north side of Marine Drive and is a shared approach with the Chevron Fast Lube & Oil. Although this access does not meet spacing standards and has limited sight distance due to the steep grade, this driveway serves as the only access to this site and an access permit is on file with ODOT. It is recommended that analysis be undertaken to see if a 10 to 15-foot long landing could be provided at the driveway entrance to improve sight distance.

- ***Figure 10, letter "d":*** Access to the Steam Locomotive Restoration shop is provided by a steep, 22-foot wide access on the north side of Marine Drive approximately 180 feet east of the Marine Drive/Portway Street intersection. The steep grade limits sight distance for motorists entering Marine Drive. In addition, vehicles scrape the pavement as they enter and exit the approach as a result of the sharp change in grade between the driveway and Marine Drive. A site visit revealed that motorists may be using the property to the north to access Industry Street instead of utilizing this access. As this property redevelops in the future, opportunities for crossover easements with the property to the north should be explored and this driveway should be closed.

- ***Figure 10, letter "e":*** Access to the vacant fuel station in the northwest quadrant of the Marine Drive/Portway Street intersection is provided via two driveways on Marine Drive and an approach on Portway Street. Both driveways on Marine Drive are within 140 feet of the signalized Portway Street intersection. The approach furthest to the west along Marine Drive has a permit on file with ODOT. As this property is redeveloped in the future, the approach to Marine Drive closest to Portway Street should be investigated for closure.

- ***Figure 10, letter "f":*** Access to the "out-of-service" fuel station on the south side of Marine Drive near Hamburg Avenue, is provided by two approaches approximately 300 feet and 410 feet from the Marine Drive/Hamburg Avenue/Taylor Avenue intersection. As this is a large commercial property, there are many opportunities to participate in the site plan development as redevelopment is considered. It is recommended that ODOT investigate the opportunity to limit this property to one approach located approximately 300 feet from Hamburg Avenue when redevelopment occurs. In addition, access could be provided from Hamburg Avenue.

- ***Figure 10, letter "g":*** There are nine closely spaced driveways on the south side of Marine Drive that serve duplexes, four-plexes, single-family homes, and small commercial businesses. The depth of the lot and location of buildings result in insufficient throat depth on the site driveway to turn a vehicle onsite. As a result, motorists either back-in or back-out onto Marine Drive in order to access the highway. In addition, three of these driveways include covered garages that result in little to no available sight distance as motorists enter Marine Drive. It appears that at least one of these garages is no longer used. However, even if motorists park next to the garages, sight distance related safety issues will remain as the garages obstruct a clear view of Marine Drive. It appears that the ODOT right-of-way widens to the south through this section of Marine Drive and includes many of the driveways and the covered garages. ODOT may want to consider options to improve sight distance concerns related to the garages by installing windows in the side walls or removing the walls completely. The remaining driveways should be investigated for improvement as redevelopment occurs.

- ***Figure 10, letter "h":*** There are no approaches currently provided to the flag lot on the south side of Marine Drive. This property currently utilizes the driveways of the adjacent property owner to the east. While this property owner has permission to use these driveways, the owner of the flag lot may request access to Marine Drive in the event that the ownership changes and the new owner does not allow this access to occur. It is recommended that ODOT and the city work collaboratively to pursue options for a joint approach.

- ***Figure 10, letter "i":*** Access to a residential property is provided by two driveways to Marine Drive approximately 20 feet and 50 feet from the Marine Drive/Portway Street intersection. Alternate access is limited by steep terrain; therefore, it is recommended that the driveway closest to the signalized intersection be investigated for closure under a separate project or as a change-of-use.

- ***Figure 11, letter "a":*** Access to a business located on the north side of Marine Drive is provided approximately 115 feet east of the Marine Drive/Portway Street intersection. If the site redevelops in the future, the city could consider pursuing a crossover easement

with the Portway Tavern property to allow this business to access Portway Street, thus allowing the Marine Drive access to be closed. Another option may be to provide access on Industry Street if additional crossings of the trolley line are allowed.

- ***Figure 11, letter "b":*** Several apartment buildings located on the north side of Marine Drive are served by two approaches approximately 150 feet and 220 feet east of the Marine Drive/Portway Street intersection. These approaches are intended to be one-way, but are poorly signed and have poor sight distance. Options to improve signage should be investigated to increase safety; landscaping should be cut back; and vehicles should not be allowed to park on the property adjacent to the sidewalk. The west driveway serving these apartments is also connected to a property currently being used for storage. This property has the potential to become high density residential in the future. When this development occurs, access should only be provided from Industry Street. There may be opportunities to provide a joint access between this property and the adjacent property to the west to Industry Street to reduce the number of trolley track crossings.

- ***Figure 11, letter "c":*** Two driveways are provided to the ODOT building approximately 100 feet and 350 feet west of the Marine Drive/US 101 ramp intersection. It is our understanding that discussions are underway for ODOT to relocate their offices to another location. There are safety concerns with the location of both driveways to Marine Drive and alternate access should be considered under the US 101 ramp in the event that this property redevelops. These options may include providing right-in/right-out only access on Marine Drive and/or providing access underneath the loop ramp to Industry Street.

- ***Figure 11, letter "e":*** No access is currently provided to five homes on the south side of Marine Drive immediately west of the US 101 loop ramp. Access may need to be considered in the future if the owners request driveways to Marine Drive and develop modifications to the existing topography.

- ***Figure 12, letter "a":*** A 95-foot wide approach is provided to the Dunes Motel approximately 480 feet east of the Marine Drive/Basin Street intersection. The existing parking lot is designed such that parking maneuvers occur within the driveway. Additional access is provided to the rear of the site via a private road. To improve safety, the feasibility of narrowing the wide approach to 35 feet and relocating it to allow motorist to enter under the motel canopy should be explored. In addition, adequate canopy height should be investigated to ensure this approach would be adequate for all the vehicle types that access the motel.

- ***Figure 12, letter "c":*** An approach is provided to a commercial building on the north side of Marine Drive approximately 50 feet to the west of the Marine Drive/Bay Street intersection. This approach requires vehicles to back in or out to Marine Drive, but no other access is available and it would not be possible for this property to gain access to Bay Street. At a minimum, it is recommended that the approach be modified if there is a change-of-use.

- ***Figure 12, letter "d":*** Several small businesses are located on the north side of Marine Drive between Bay Street and Columbia Avenue/Bond Street. None of these

developments have driveways to Marine Drive as they rely on on-street parking for access to their sites. Access may need to be considered in the future if the owners request driveways to Marine Drive.

- ***Figure 12, letter "e":*** A strip of retail shops is located across from Basin Street on the south side of Marine Drive. These shops share two approaches on Marine Drive that are permitted by ODOT and are necessary for site circulation. However, there are safety concerns and sight distance constraints at the driveways when large trucks park on the sidewalk adjacent to Marine Drive for delivering supplies to the nearby businesses. One approach, within the signalized Basin Street intersection, is confusing for motorists, pedestrians, and cyclists. It is recommended that on-street parking be restricted between the inbound and outbound driveways.

- ***Figure 12, letter "f":*** An approach on the south side of Marine Drive that is 50 feet wide and serves an apartment building should be reconstructed to narrow the approach and improve safety. An appropriate "dustpan" curb and sidewalk would provide the necessary delineation. The lawn care shop on the south side of Marine Drive is served by a 104-foot wide approach approximately 260 feet west of the Marine Drive/Bay Street intersection. To improve safety and circulation, modifications to the curb and sidewalk should be investigated to clearly delineate the location of the approach. In addition, modifying the driveway profile should be investigated, as the existing design requires motorist to slow or enter the approach at an angle in order to avoid scraping the underside of their vehicle. There may also be opportunities to develop an on-site circulation pattern with two site driveways and angled parking along the front of the building. If this parcel is redeveloped in the future, there may also be opportunities to locate the parking in the rear of the building.

- ***Figure 12, letter "h":*** Two approaches are located approximately 175 feet and 130 feet west of the Marine Drive/Bay Street intersection that seem to serve a property being used to store or park vehicles. The approach located at 130 feet is currently not in use and has been fenced off. This approach should be investigated for closure because it is not needed to serve the property.

Long-Range Actions (10 years and beyond)

Long-range actions are actions taken to move in the direction of or achieving the access spacing standards as identified in OAR 734-051. The following long-range actions are recommended:

- ***Figure 10, letter "a":*** The Marine Drive/Hamburg Avenue/Taylor Avenue intersection is a complex five-legged, unsignalized intersection. This site is included on the 2004 ODOT SPIS list. Consistent with the circulation plan, it is recommended that the Taylor Avenue connection to this intersection be closed. Taylor Avenue would become a two-way local access road with right-in/right-out access onto OR 202.

- ***Figure 10, letter "g":*** There are nine adjacent driveways on the south side of Marine Drive that serve duplexes, fourplexes, single-family homes, and small commercial businesses. Motorists using these driveways are required to either back-in or back-out onto Marine Drive in order to access the highway. In addition, there are issues with slope stability for these properties. As a long-term option, ODOT may want to consider building a suitable

retaining wall along the edge of the right-of-way to support the slope. ODOT could then use the right-of-way for a frontage road or bus pullout if there was a desire. If a frontage road is built, Marine Drive may need to be realigned within the right-of-way to the north, which would have impacts on some of the property owners on the north side of Marine Drive that currently use the right-of-way for their site circulation.

- ***Figure 11, letter "f":*** An espresso stand is located on the south side of Marine Drive with one in-only approach and an exit approach that is shared with the adjacent retail shops. The entrance driveway is located approximately 140 feet west of the Marine Drive/Basin Street intersection and has an ODOT permit in the pending process. The shared driveway is located across from Basin Street and has an ODOT permit on file from April 2003. A roundabout concept has been developed as part of the 2006 Uniontown Waterfront District Refinement Plan – Refined Circulation System on Marine Drive at the Astoria-Megler Bridge intersection. If the roundabout is constructed, the driveway to the espresso stand closest to the roundabout will need to be closed to accommodate the roadway improvement.

Vision Strategy Plan

Summary of Plan

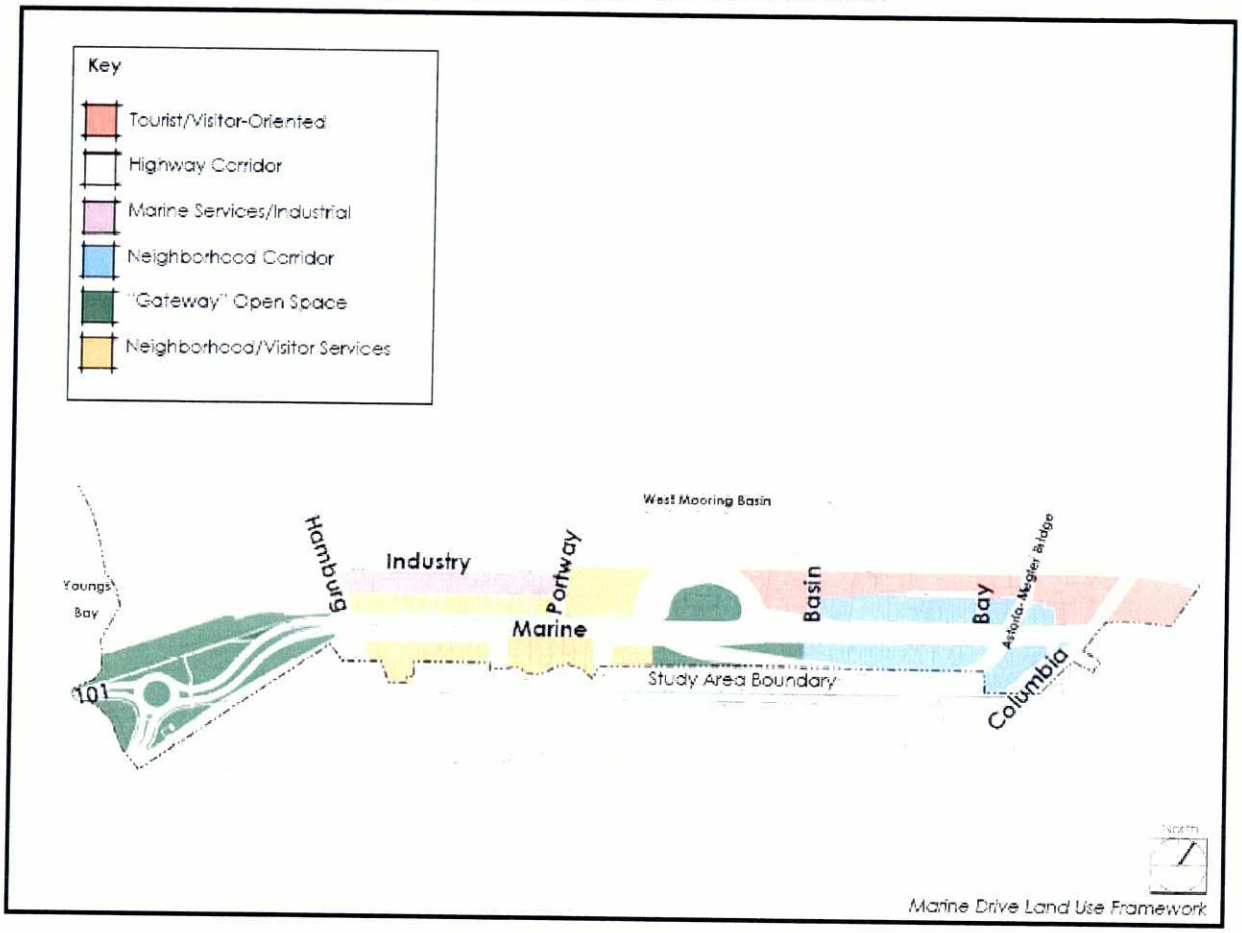
The vision strategy addresses various development-related issues in the study area, such as current and future land uses, zoning and architecture. The full vision strategy is included as Memo #4 in the Appendix.

Recommendations

A land use framework was recommended for the study area that proposed six primary land uses along the West Marine Drive Corridor. These are listed below and located on Figure 13.

Each of the categories is detailed in the pages that follow, and represents refinement of the basic land use designations recommended in the Port's 2001 Central Waterfront Master Plan. Each category encourages and/or allows a particular land use (or uses). As needed, minimum development standards are proposed for a particular land use category, to reinforce and ensure the appropriate character for the area and to protect the investment environment.

Figure 13: Marine Drive Land Use Framework



Tourist/Visitor-Oriented

This category reinforces the "Marina District" proposed in the Master Plan for the eastern properties of the port. The new conference center, hotel, theater, and other uses will be strengthened by similar uses being located in this area. Land uses to be allowed and encouraged include:

- Hotels
- Restaurants
- Museums
- Entertainment Venues (Theaters, Cinemas, etc.)
- Boutique Retail

Development Standards

At a minimum, the following should apply.

Required:

- Orientation of front doors toward pedestrian and trolley route.

Recommended:

- Mixed uses as well as single-use buildings permitted

Neighborhood/Visitor Services

This western part of Marine Drive must be compatible with and support the character of historic Uniontown by maintaining a consistency with the eastern portions of Marine Drive, while still providing the services neighborhood residents and visitors cannot find in the eastern part of Uniontown.

Land uses to be allowed and encouraged include:

- Retail, including destination retail
- Residential
- Range of commercial services including neighborhood- and visitor-oriented

Development Standards

The following minimum standards should apply.

Required

- Edge-to-edge building (no gaps in building frontage).
- Active ground floor uses (whether retail or other).
- "Zero setback" of building from right-of-way.

Recommended

- Mixed uses as well as single-use buildings allowed.

Marine Services/Industrial

The north sides of the parcels along Marine to the west are proposed to house uses that will reinforce the "Marina Service Center District" recommended in the Central Waterfront Master Plan. These uses support the marina and seafood processing activities of Piers 2 and 3.Land uses to be allowed and encouraged include:

- Small Manufacturing
- Light Industrial
- Marine-oriented services

Development Standards

At a minimum, the following standards should apply.

Required:

- Building and front door orientation towards Industry Street is encouraged.

Recommended:

- None

Neighborhood Corridor

The segment of Marine Drive from Basin to Columbia makes up the core of historic Uniontown. This neighborhood-oriented commercial area is part of the Uniontown-Alameda Historic District, designated in 1988 by the National Trust for Historic Preservation to be listed on the National Register of Historic Places. This recognition was based on Uniontown's heritage as a center for marine-related worker activities in the 19th and early 20th centuries.

To support the historic character of the Uniontown District area, land uses to be allowed include:

- Retail
- Commercial/Office/Services

Development Standards

At a minimum, the following standards should apply.

Required:

- Edge to edge building (no gaps in building frontage).
- Active ground floor use (whether retail or other).
- Build-to-lines ("zero setback" of building from right-of-way).

Recommended:

- Vertical mix of uses allowed.

"Gateway" Open Space

Special landscaping treatment is appropriate to mark the entry into Uniontown and Astoria that Marine Drive offers to the traveler from Washington or from the cross-country U.S. Route 30. The roundabout at Youngs Bay as well as the ramp from the Astoria-Megler Bridge offers the opportunity for gateways to be enhanced or created. (An "urban gateway" treatment already exists at Columbia, where the Doughboy monument stands.)

Land use in the Gateway areas could be reserved for open space, which would likely be landscaped but would not necessarily be a park use.

Highway Corridor

The typical highway/edge-of-town uses prevalent on this western portion of Marine Drive – gas stations, repair shops, motels, and other commercial establishments – would be maintained. These provide essential services that complement, not compete, with downtown Astoria.

The uses in this area create an appropriate transition between the adjacent residential neighborhood up the hill from Marine Drive and the mix of highway uses on Marine. Land uses include:

- Residential
- Commercial

Development Standards

At a minimum, the following standards should apply.

Required:

- None

Recommended:

- Active ground floor uses encouraged.
- Vertical mix of uses encouraged.

Circulation Framework

As a reflection of the paramount importance of integrating land use and transportation issues, the Circulation Framework is presented as an initial proposal for discussion, feedback and refinement as part of the overall Uniontown District Refinement Plan.

The Circulation Framework identifies and locates:

- District Gateways
- Primary Pedestrian Route
- Secondary Pedestrian Routes
- Key Pedestrian Crossings

District Gateways

There are three distinct entry and exit points where vehicles arrive or depart Marine Drive in the Uniontown Waterfront District:

- Roundabout - intersection where Highway 101 meets Highway 202; gateway to south.
- Astoria Bridge - on-off ramp; gateway to Washington.
- Columbia Street - intersection with Marine marks the entry to Historic Uniontown District; also leads to gateway to downtown Astoria.

Primary Pedestrian Route

The Primary Pedestrian Route between Downtown Astoria and the Port of Astoria is the RiverWalk Trail, paralleling the Riverfront Trolley Line. This route is important as the most pedestrian-friendly connection between Astoria's vibrant and revitalizing downtown and the developing port activities oriented to residents and visitors, less than a mile from downtown.

Secondary Pedestrian Routes

Secondary Pedestrian Routes are needed along Marine Drive to accommodate residents and visitors in the Uniontown District. Secondary Pedestrian Routes require the following to ensure pedestrian safety:

- Landscape buffers between the pedestrian sidewalk and vehicles.

- Continuous sidewalks of 12′ width (minimum 10′ width where necessary).
- Pedestrian-scaled lighting.

Key Pedestrian Crossings

There are three intersections of crucial importance for pedestrians along Marine Drive:

- Portway
- Basin[1]
- Bay

These need to be made safe and pedestrian-friendly; at a minimum, certain standards should apply as follows.

- Special paving, zebra striping or raised crosswalks.
- Curb extensions to narrow crossing distance.
- Traffic signal to allow pedestrians crossing unimpeded by moving traffic.

Three Segments of Marine

Marine Drive is discussed in three segments on the following pages:

1. Hamburg to Portway
2. Portway to Basin
3. Basin to Columbia

#1: Marine Drive - Hamburg to Portway

The segment of Marine Drive from Hamburg to Portway boasts a wide right-of-way as well as heavy auto and truck traffic. Trucks enter and exit the port properties at both Hamburg and Portway.

[1] If the roundabout were built, the existing signal and crosswalk at Basin Street would be removed, though pedestrian crossings would be provided immediately west of Basin Street, on both the east and west ends of the roundabout.

Pedestrian Circulation

Pedestrian travel between Hamburg and Portway occurs on both sides of Marine Drive. To increase safety and enhance the pedestrian environment, improvements including the following are proposed and illustrated in Figure 14:

- Street trees and landscaping on both sides of the street, to separate and protect pedestrians from highway auto and truck traffic.
- Frontage road on the southern side of Marine Drive, providing further separation of pedestrian sidewalks from highway traffic. (Long-term concept to be considered as area redevelops.)
- Enhanced pedestrian crossings at Portway - signalized intersection allowing safe pedestrian crossing, as well as special paving or striping of crosswalks.

#2: Marine Drive - Portway to Basin

Portway to Basin is characterized by the circular ramp to the Astoria-Megler Bridge - which dominates as it crosses over Marine Drive - and by the steep grade immediately south of Marine. The bridge ramp also marks the western-most terminus of the cross-country Highway 30, which extends to Atlantic City.

Figure 14: Marine Drive Segment #1

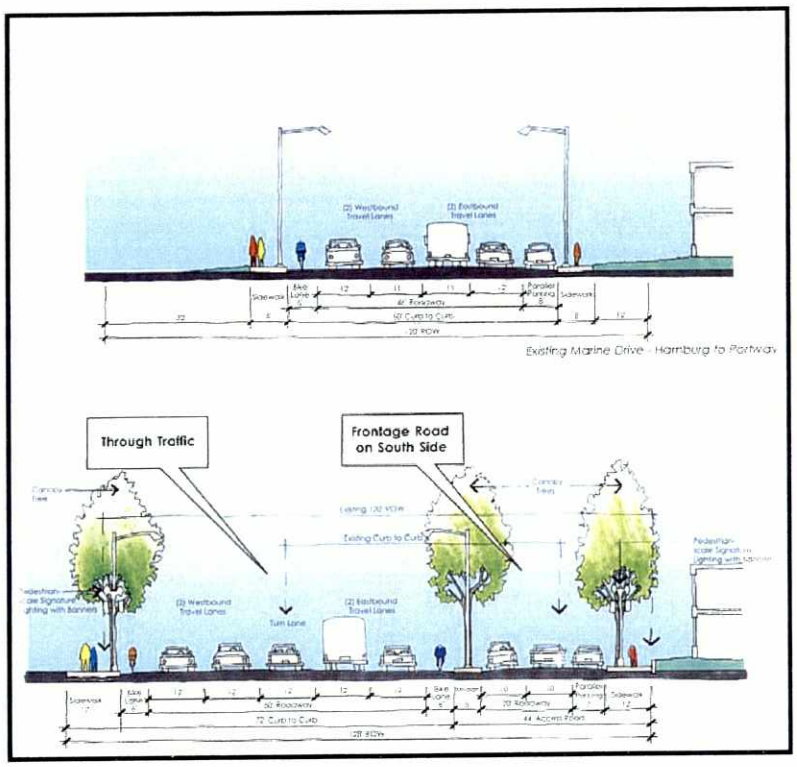
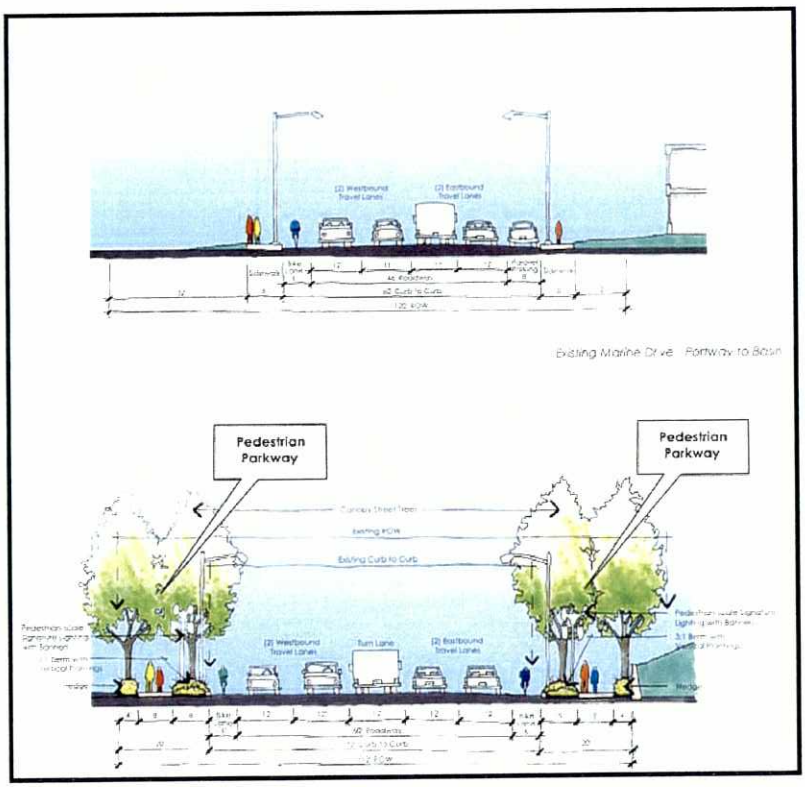


Figure 15: Marine Drive Segment #2



Pedestrian Circulation

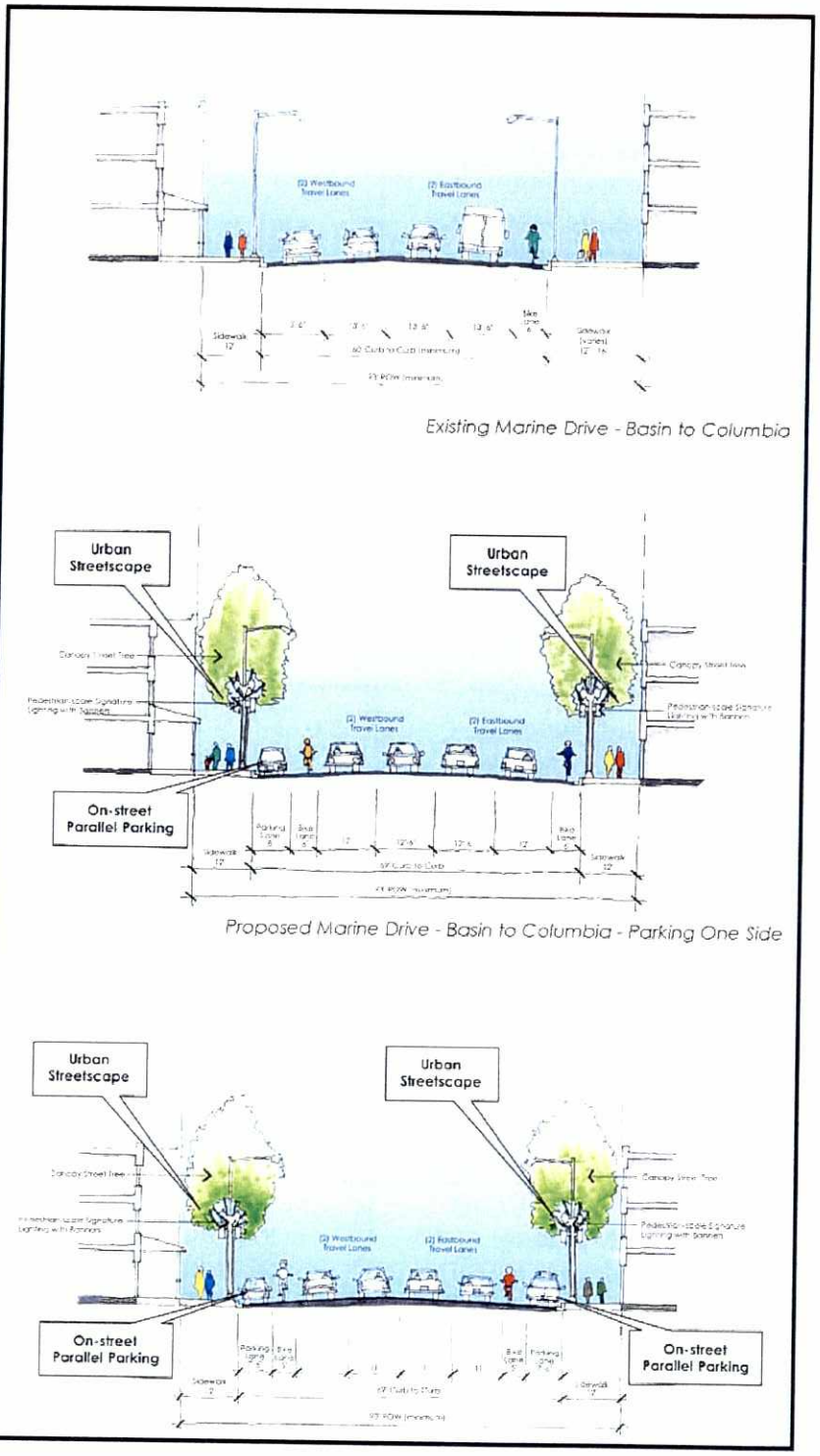
Pedestrian travel between Portway and Basin occurs on both sides of Marine Drive. Pedestrian improvements proposed include the following (illustrated in Figure 15):

- Berms, double rows of street trees and vertically-oriented plantings on both sides of the street, to separate and protect pedestrians from highway auto and truck traffic.
- Enhanced pedestrian crossings at Portway and at Basin - signalized intersections allowing safe pedestrian crossing, as well as special paving or striping of crosswalks.
- Pedestrian-scaled lighting - signature ornamental historic fixtures, with banners attached.

#3: Marine Drive – Basin to Columbia

The segment of Marine Drive from Basin to Columbia retains some of the character and building fabric of the Historic Uniontown District. This area is part of the Uniontown-Alameda Historic District, designated in 1988 by the National Trust for Historic Preservation to be on the National Register of Historic Places, based on its heritage as a center for marine-related workers daily activities in the 19th

Figure 16: Marine Drive Segment #3



and early 20th centuries.

Pedestrian Circulation

Pedestrian travel along Marine Drive between Basin and Columbia occurs on both sides of the street. Proposed pedestrian improvements include:

- Street trees planted in tree grates on both sides of the street, to enhance the pedestrian environment while retaining an urban atmosphere.
- Enhanced pedestrian crossings at Basin and Bay – signalized intersections where possible (Basin Street at a minimum[2]) to provide safe pedestrian crossing; also provide special paving or striping of crosswalks, possibly raised intersection at Bay if no signal provided there.
- Pedestrian-scaled lighting – signature ornamental historic fixtures, with banners attached.

Amendment Language to Implement Refinement Plan

The purpose of this task is to establish amendment language that will implement the CWMP and the Refinement Plan, with a focus on land use strategies proposed in the Vision Strategy discussed above.

Amendments to Comprehensive Plan

The City's Comprehensive Plan designates general land use areas that cover the city, with the exception of the waterfront north of Uppertown and the Uniontown waterfront. Amendments to the Comprehensive Plan were made in 1998 to account for the Gateway Overlay Area, which overlapped with two existing general land use areas. A similar implementation approach is recommended for the Port-Uniontown District.[3] For continuity, the Comprehensive Plan should be amended to provide a description of and policies for the Port-Uniontown District similar to those of the Gateway Overlay Zone.

Amendments to Zoning Code

The Port-Uniontown District area will be defined on the City's General Land Use Areas Map through amendments to the City's Comprehensive Plan. Once the boundary is established, the following zone amendments are proposed in order to implement the Master Plan and Refinement Plan. Proposed amendments to the zoning code are summarized in Table 3.

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[2] See Footnote 1.

[3] The Port-Uniontown District overlaps only minimally with one general land use area (the West End), and so as a separate action the City should will determine whether the Port-Uniontown District should be established as its own General Land Use Area or as an overlay like Gateway that is shaded on the General Land Use Areas map.

TABLE 3
Proposed Amendments to City of Astoria Zoning Code

Subdistrict of Port-Uniontown District	Existing Zoning	Proposed Action
MASTER PLAN		
Marine Service Center District (West Waterfront)	S-1 (Marine Industrial Shorelands) and A-1 (Aquatic One Development)	Retain current zoning
Marina District (East Waterfront)	S-2 (General Development Shorelands) and A-1 (Aquatic One Development)	Retain current zoning
VISION DOCUMENT		
Tourist/Visitor Oriented	C-2 (Tourist Commercial) and C-3 (General Commercial)	Re-zone C-3 to C-2
Neighborhood/Visitor Services	C-3 (General Commercial) and R-3 (High Density Residential)	Re-zone R-3 to C-3
Marine Services/Industrial	C-3 (General Commercial)	Retain current zoning or adopt new Light Industrial (LI) zone
Neighborhood Corridor	C-2 (Tourist Commercial) and C-3 (General Commercial)	Re-zone C-2 and C-3 to C-4 (Central Commercial)
Gateway/Open Space	IN (Institutional) and C-3 (General Commercial)	Re-zone C-3 to IN
Highway Corridor	C-3 (General Commercial)	Retain current zoning or re-zone C-3 to new LI (Light Industrial) zone

Amendments to Development Code

Amendments to the City's Development Code address uses, development and design standards, and design review. Amendments to Article 1 (Basic Provisions), Article 2 (Use Zones), and Article 14 (Administrative Procedures) are presented in Table 4. These include limited amendments to uses and development standards; amendments to expand the scope of the City's Design Review Committee; amendments that make reference to other sections of the Code; and a potential amendment to create a new Light Industrial zone.

Development applications in the Port-Uniontown District are intended to be primarily reviewed and approved by the Community Development Director using clear and objective standards that will be established for the Port-Uniontown District in new sections of Article 14. However, a Design Review Committee had been established in Article 1 to review application for the Gateway Overlay Zone, and the City proposes that this committee be used to review appeals and requests for variances or exceptions to the design standards being established for the District.

TABLE 4
Development Code Amendments

Code Section	Proposed Language	Commentary
1.101 Establishment of Design Review Committee	There is hereby created a Design Review Committee whose responsibilities are limited to the Gateway Overlay Area and the Port-Uniontown District.	*This expands the responsibility of the Design Review Committee to include the Port-Uniontown District.*
1.103 Purpose and Duties of the Design Review Committee	The purpose of the Design Review Committee is to evaluate the design of proposed projects in the Gateway Overlay Zone based on established design review guidelines in Sections 14.020 through 14.030, and in the Port-Uniontown District based on standards in Sections 14.050 through 14.090. The Committee will function in compliance with the procedures of Article 9 of the Astoria Development Code.	*This designates which sections of the Code will govern the review of either the Gateway Overlay Zone or the Port-Uniontown District.*
1.103.A Purpose and Duties of the Design Review Committee	3. Establishing Separate Review for Historic Properties. The Design Review Committee will be responsible for reviewing application decision appeals and requests for variances or exceptions to design standards in the Port-Uniontown District, except when concerning lots with historic designations and lots adjacent to lots with historic designations. The Historic Landmarks Commission will be responsible for the review of proposals for parcels that fit this description. Properties with historic designations can be found [LOCATION OF HISTORIC DOCUMENTS, MAPS, OR RESROUCES].	*The City wants to establish separate review processes for the Design Review Committee and the Historic Landmarks Commission so that certain properties within the Port-Uniontown District will not have to be reviewed by both committees.* *The Port of Astoria also has a review process and committee, but this is not acknowledged in the Development Code, so amendments eliminating redundancy with other review processes and committees are not proposed.* *NOTE TO THE CITY: Please direct the reader to City documents, maps, or other resources where historic properties and districts are identified.*
1.125.B.4 Powers and Duties, Historic Landmarks Commission	a. The Historic Landmarks Commission shall serve as the design review committee for properties within the Port-Uniontown District that have an historic designation and for those properties adjacent to those with an historic designation.	*This mirrors the committee responsibility requirements established in the Design Review Committee section.*
2.375.11 Tourist Commercial (C-2), Other Applicable Use Standards 2.415.11 General Commercial (C-3), Other Applicable Use Standards 2.445.12 Central	For uses located within the Port-Uniontown District, refer to Article 14, Sections 14.050 through 14.090 for additional standards.	*This reflects what is done in the Other Applicable Standards section for C-4 regarding Astor-East Renewal Area, and will similarly be added in the same subsection for each of the zones found in the Port-Uniontown District.*

TABLE 4
Development Code Amendments

Code Section	Proposed Language	Commentary
Commercial (C-4), Other Applicable Use Standards 2.665.11 Marine Industrial Shorelands (S-1), Development Standards and Procedural Requirements 2.690.12 General Development Shorelands (S-2), Development Standards and Procedural Requirements 2.515.13 Aquatic One Development Zone (A-1), Development Standards and Procedural Requirements 2.835.10 Institutional Zone (IN), Other Applicable Use Standards		
2.375.10h Tourist Commercial (C-2), Other Applicable Use Standards	Front doors of buildings in this district shall be oriented toward pedestrian and trolley routes	*An appealing and accessible storefront is encouraged as part of the proposed Tourist/Visitor Oriented District in the Vision document. This is intended to be a standard for all C-2 zones in the city not just for C-2 zones in Uniontown; thus, it is added to the zone's Code section instead of the new Code section for Uniontown.*
2.395 General Commercial (C-3), Conditional Uses	2.395.2 Automotive sales* 2.395.5 Hospital* 2.395.11 Wholesale trade or warehouse establishment* **Not permitted in the Port-Uniontown District*	*Some heavier intensity uses will be excluded from the Neighborhood/Visitor Services District proposed in the Vision document.* *Direction from the City: "Current Code allows for active ground floor uses as well as zero lot lines, although edge to edge building is not feasible for all properties in this zone because of topography.* *Existing single family will be grandfathered. It will not be a permitted use on the ground floor."*

TABLE 4
Development Code Amendments

Code Section	Proposed Language	Commentary
2.425 Central Commercial (C-4), Purpose	This zone is intended to apply to ~~be~~ the historic downtown core ~~commercial center~~ of the Astoria urban area, as well as commercial areas of districts associated with Astoria waterfront. ~~It~~The zone is designed ~~to serve as the focal point~~ for areas of concentrated retail trade, services, professional, financial, and governmental activities.	*The description of commercial centers in existing C-4 Code language needs to be expanded to include the proposed Neighborhood Corridor District. This district is most similar to downtown Astoria, which is zoned C-4 (Central Commercial).*
2.445 Central Commercial (C-4), Other Applicable Use Standards	12. Buildings in this district shall be built to the front building line, except when site topography makes this infeasible.	*This standard is intended to apply not just to the proposed Neighborhood Corridor District in Uniontown but for all C-4 zones, i.e. Downtown and Uniontown.*
2.840 Institutional (IN), Uses Permitted Outright	Chamber of commerce Visitor center Tourist-oriented facility	*This is intended to expand uses in City's IN zone both in the proposed Gateway/Open Space District in Uniontown and throughout the city.*
2.492 Light Industrial (LI), Permitted Uses	Business incubator Light manufacturing Public use Public utility Repair service Research & development Wholesale trade, warehouse, distribution Professional services Retail sales not exceeding 3,000 feet and as part of another permitted use Ship and boat building and repair Water related commercial, industrial, and recreational	*The City is considering creating this new zone for the Marine Services District proposed in the Vision document. A new Light Industrial (LI) zone is a potential proposal only at this time.* *Direction from the City: "While marine oriented services are encouraged, the reality of this developing primarily for this use is minimal."*
2.495 Light Industrial (LI), Conditional Uses	Temporary use (conditional)	*If creating this new zone is pursued, sections on Purpose and Other Applicable Standards would need to be added and could use the following approaches:* *1) Add PURPOSE, Section 2.490 – modify from General Industrial (GI), Section 2.470* *2) Add CONDITIONAL USES, Section 2.495, if any more than "Temporary use" currently listed* *3) Add OTHER APPLICABLE STANDARDS, Section 2.497 – use General Industrial (GI) Section 2.485, 1-10*
Section 9.040.A. Administrative Procedures, Appeals,	A decision on the issuance of an administrative permit or action concerning a land use matter may be appealed to the [Planning] Commission by the applicant or by	*This follows direction from the City to assign the Design Review Committee the responsibility of reviewing appeals of administrative land use decisions and*

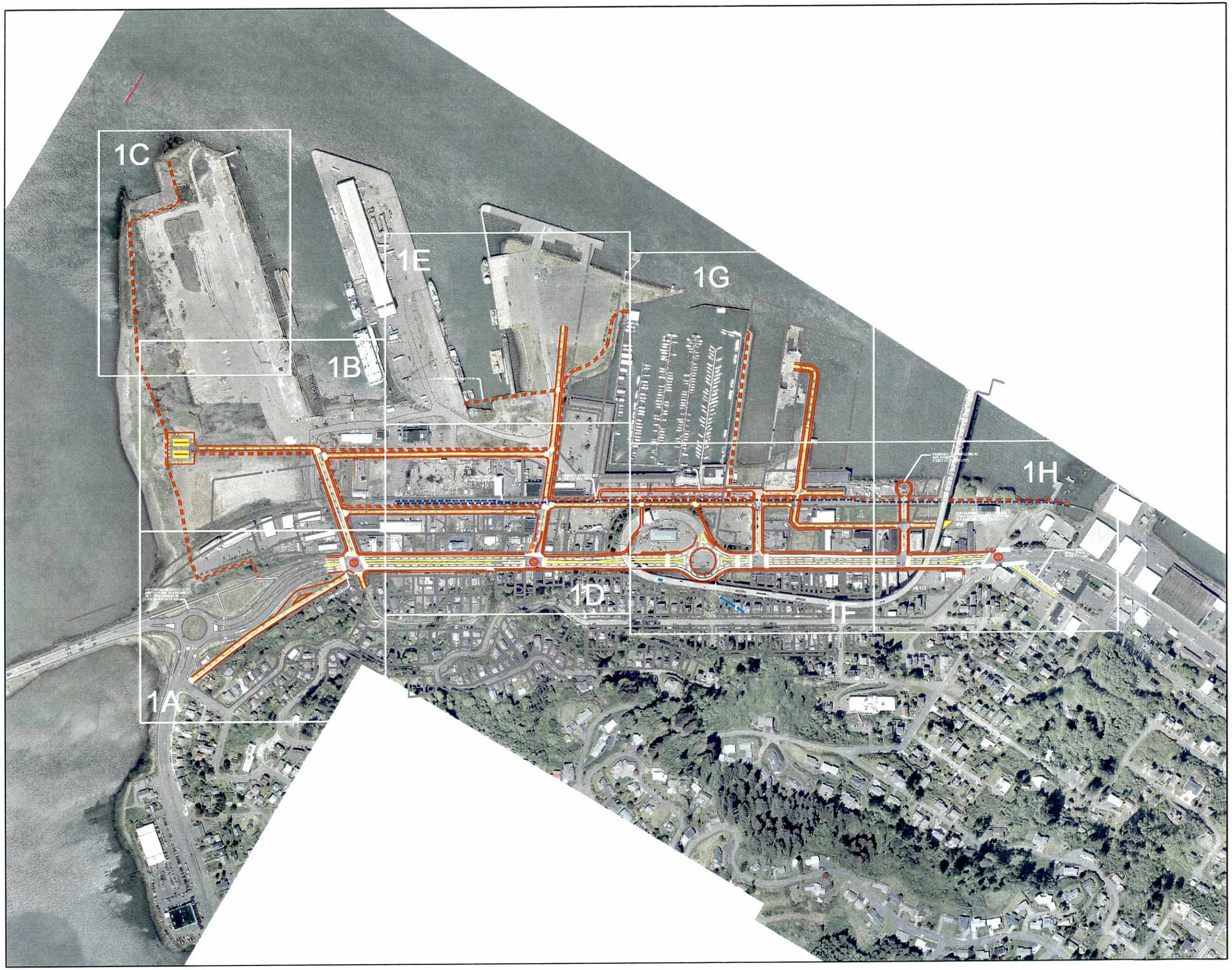
TABLE 4
Development Code Amendments

Code Section	Proposed Language	Commentary
Administrative Permit	a party who responded in writing to the notice of the proposed development by filing an appeal with the Community Development Director within 15 days of the mailing of the decision Order. The Design Review Committee, established in Article 1, will review appeals of administrative decisions concerning properties that do not have a historic designation or are not adjacent to properties with a historic designation in the Port-Uniontown District, described in Section 14.040. The notice of appeal that is filed with the City shall indicate the interpretation that is being appealed. The matter at issue will be a determination of the appropriateness of the interpretation of the requirements of the Code.	*proposed exceptions or variances in the Port-Uniontown District.*

Please see the Appendix (Memo 13) for additional discussion of proposed amendment language.

Astoria/Uniontown Waterfront Refinement Plan

Figure 1
Conceptual Design Of
Circulation Plan
Recommendations



KEY MAP

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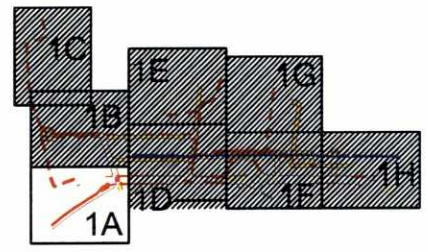
Astoria/Uniontown Waterfront Refinement Plan

Figure 1A
Conceptual Design Of
Circulation Plan
Recommendations





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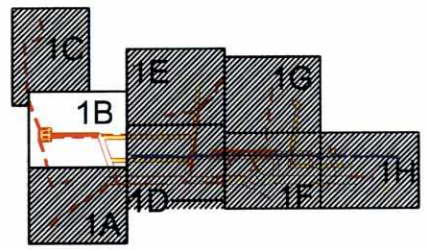
SHEET 1A

Astoria/Uniontown Waterfront Refinement Plan

Figure 1B
Conceptual Design Of
Circulation Plan
Recommendations



KEY MAP

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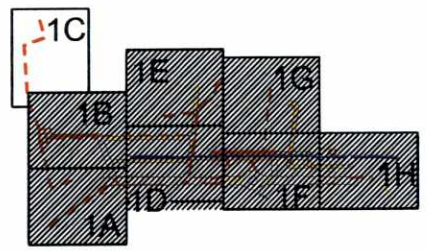
SHEET 1B

Astoria/Uniontown Waterfront Refinement Plan

Figure 1C
Conceptual Design Of
Circulation Plan
Recommendations



KEY MAP

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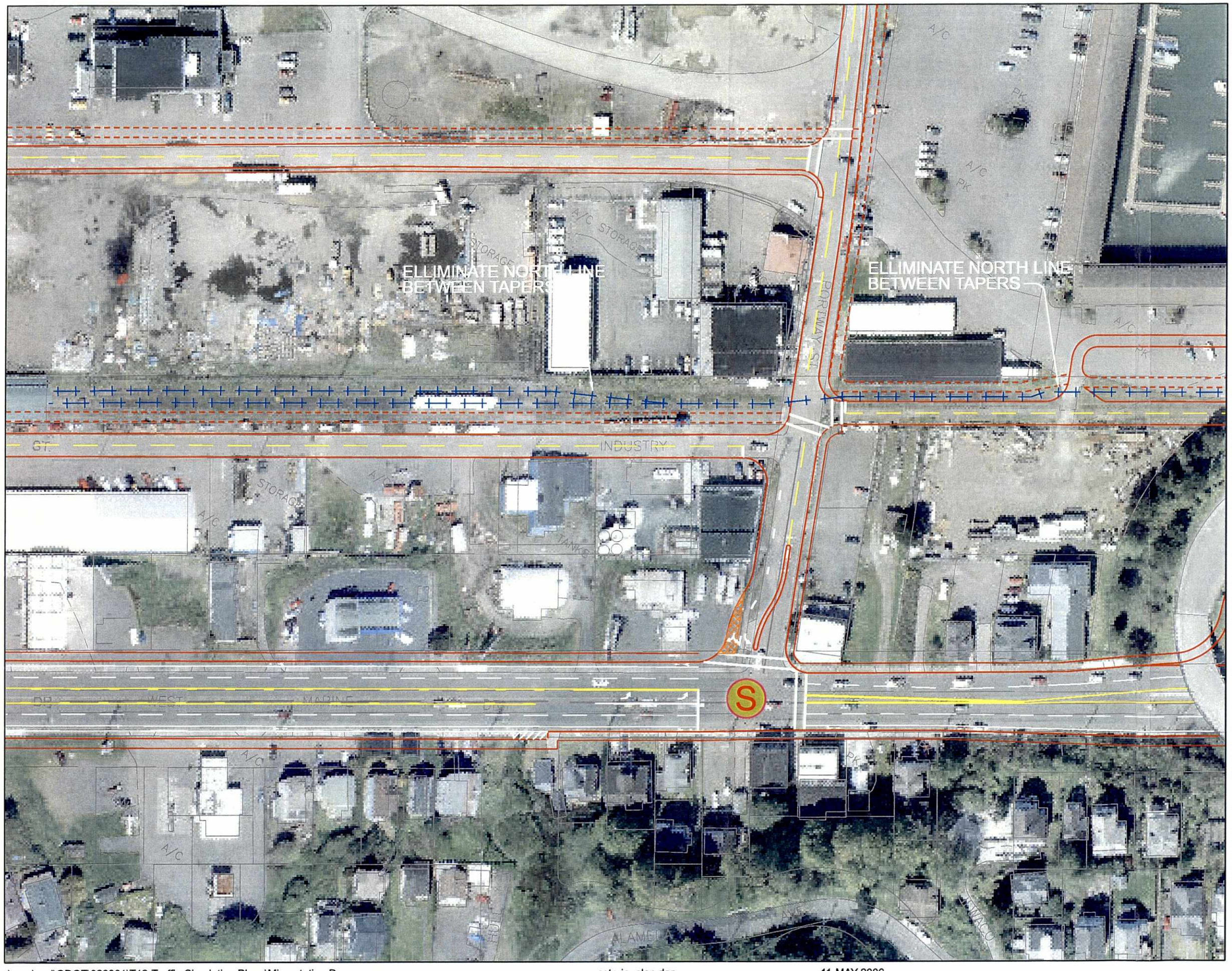
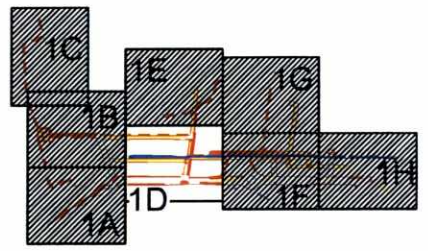
SHEET 1C

Astoria/Uniontown Waterfront Refinement Plan

Figure 1D
Conceptual Design Of
Circulation Plan
Recommendations





KEY MAP



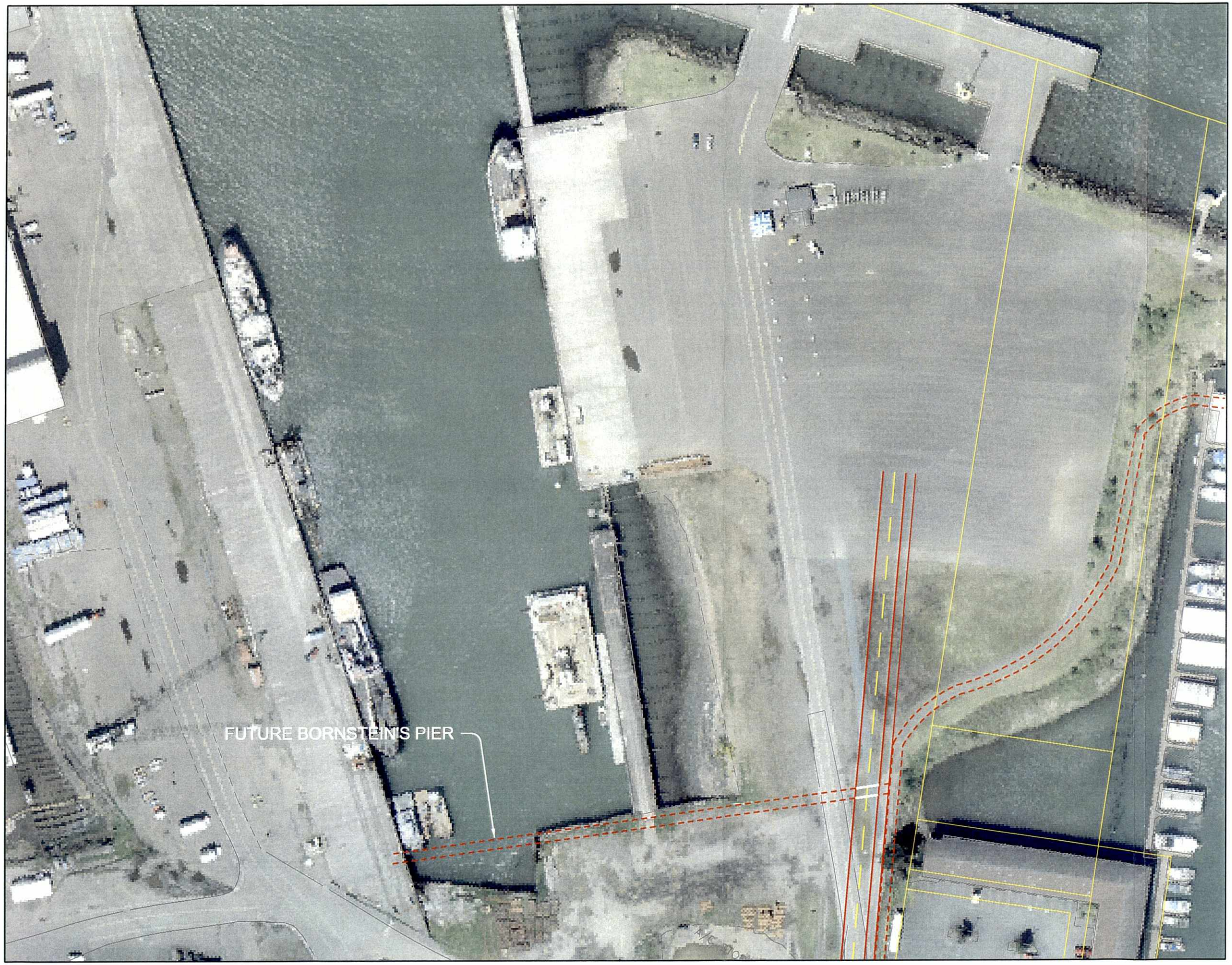
50 0 50 100

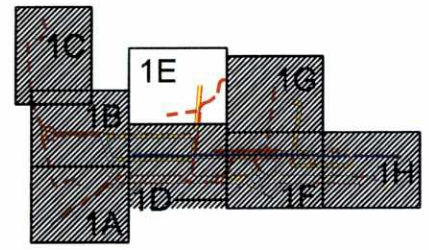
SCALE IN FT

CH2MHILL

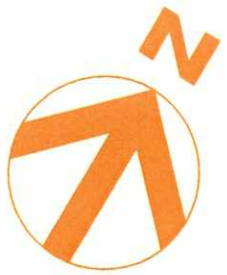
Astoria/Uniontown Waterfront Refinement Plan

Figure 1E
Conceptual Design Of
Circulation Plan
Recommendations





KEY MAP



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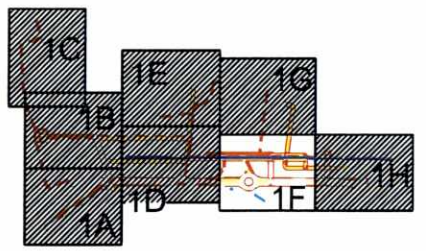
SCALE IN FT

CH2MHILL

Astoria/Uniontown Waterfront Refinement Plan

Figure 1F
Conceptual Design Of
Circulation Plan
Recommendations



KEY MAP

N

50 0 50 100

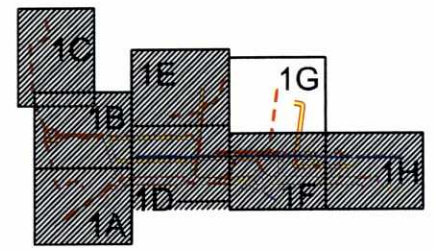
SCALE IN FT

CH2MHILL

PARKING LANE
INDUSTRY
BASIN
LOADING
BAY
WEST
101
ASTORIA
BRIDGE
RETAINING WALL

Astoria/Uniontown Waterfront Refinement Plan

Figure 1G
Conceptual Design Of
Circulation Plan
Recommendations



KEY MAP

N

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SCALE IN FT

CH2MHILL

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astoria_plan.dgn

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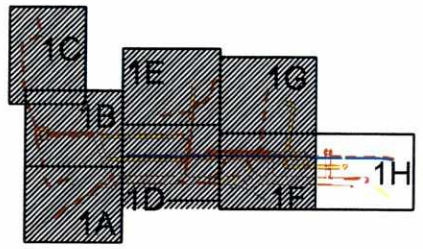
SHEET 1G



Astoria/Uniontown Waterfront Refinement Plan

Figure 1H
Conceptual Design Of
Circulation Plan
Recommendations



KEY MAP

N

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SCALE IN FT

CH2MHILL

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SHEET 1H