



JACOBS



DRAFT MEMORANDUM 2: LAND USE CONDITIONS

ASTORIA UNIONTOWN REBORN MASTER PLAN

Attention Mike Morgan, City of Astoria

From Jamin Kimmell and Matt Hastie, APG
Scott Richman and Brooke Jordan, Jacobs

Date June 22, 2018 (Revised)

Copies to Michael Duncan, ODOT

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

Summary

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

- **Existing land uses:** Existing land uses in the study area are diverse and include industrial, commercial, and residential uses. Uniontown features several larger “anchor uses”, notably the industrial and commercial tenants in the Port of Astoria, the West Basin Marina, two hotels and two motels. A variety of commercial uses generally front West Marine Drive and multiple residential uses are also adjacent to this arterial on lots that are zoned commercial.
- **Property ownership:** Property ownership is relatively fragmented in the study area, with exception of the Port of Astoria that owns a substantial portion north of West Marine Drive, and several other single property owners that control large sites suitable for development or redevelopment.
- **Development capacity:** Based on analysis of the ratio of improvement values to land values, a number of parcels in the study area are either vacant or minimally improved and have potential to redevelop. Clusters of these developable parcels are located on the west end of Marine Drive, along Portway Street, and along Basin Street.
- **Zoning and use regulations:** Most of the on-land areas of the study area are zoned either General Commercial (C-3), General Shorelands Development (S-2), Marine Industrial (S-1), or High Density Residential (R-3). Use regulations in the key zones are generally flexible and consistent with the purpose of the zone; however, appropriate locations for some specific uses may be reconsidered as part of this plan.
- **Development standards:** Most development standards are appropriate for the context and level of anticipated development. Maximum setback standards in the Bridge Vista Overlay Zone

(BVO) may be appropriate for a wider segment of Marine Drive. Maximum height standards may be a barrier to new development on certain sites.

- Architectural design standards: The BVO establishes a comprehensive set of design standards and guidelines rooted in the historic patterns in the area. This project may consider refining or expanding the applicability of the BVO and/or these design standards.
- Landscaping standards: Citywide landscaping standards that apply in the study area are relatively easy to meet and may leave room for low-quality landscape design.
- Off-street parking standards: Minimum off-street parking requirements are typical for a smaller city. Several methods exist in the Development Code for reducing minimum parking requirements. Given that meeting these requirements are often a barrier to new development, there may be opportunities to further reduce this barrier.

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

Existing Land Uses and Development Patterns

Land Uses

The Uniontown Reborn study area includes a diverse range of land uses. Generally, existing land uses can be divided into three broad categories: industrial, commercial, and residential. The study area includes a range of types of uses within these three categories, particularly commercial and industrial uses. Existing land uses were classified according to Clatsop County tax assessor data and are mapped in Figure 1. An analysis of the characteristics of these existing land uses is presented below.

Industrial

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

Commercial

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

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

Residential

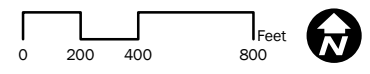
Residential properties in the study area are located primarily on the hillsides south of Marine Drive. Most of these properties have frontage on Marine Drive or on Alameda Avenue, one block south and uphill. The properties are generally single-family residential dwellings, but some properties are classified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

Figure 1
Existing Land Uses



- Study Area
- Uniontown-Alameda Historic District

- Land Use Class**
- Auto Service
 - Commercial Other
 - Retail
 - Eating and Drinking
 - Lodging
 - Port of Astoria - Marina
 - Port of Astoria - Office
 - Port of Astoria - Industrial
 - General Office
 - Industrial - Warehouse/Other
 - Single-Family Residential
 - Multi-Family Residential
 - Parking Lot
 - Public/Institutional
 - Vacant



Prepared By: Angelo Planning Group
Date: 5/29/18

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

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Source: Clatsop County Assessor's Office, City of Astoria
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community





Property Ownership

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

Table 1. Major Property Owners

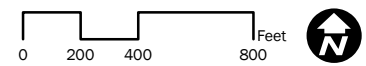
Owner Name	Acres
Port of Astoria	15.00
City of Astoria	8.40
Blue Heron Hotel Properties LLC	7.40
Cannery Pier Hotel LLC	4.90
Genesis Astoria LLC	3.10
Oregon State Dept Of Transport	2.30
Northwest Natural Gas Co	1.30
Pier 1 Properties LLC	0.90
Ocean Beauty Holdings Inc	0.80
Sea Level Investments LLC	0.80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

Figure 2
Property Ownership

-  Study Area
-  Uniontown-Alameda Historic District

Major Property Owners

-  All
-  DSL
-  Port of
-  City of
-  Blue Heron Hotel Properties LLC
-  Cannery Pier Hotel
-  Genesis Astoria
-  Jackson & Son Distributors
-  Northwest Natural Gas
-  Ocean Beauty Holdings Inc
-  ODOT
-  Pier 1 Properties
-  Satterlee Paul
-  Sea Level Investments
-  Shree Siddhi Vinayak



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Development Capacity

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

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



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

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






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

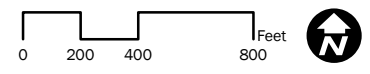
Figure 3
Development Capacity



-  Study
-  Uniontown-Alameda

Improvement-to-Land Value

-  Vacant
-  <math>< 0.5</math>
-  $0.5 - 1.0$
-  > 1.0
-  N/A



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Zoning and Development Code Standards

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














Table 2. Purpose Statements of Study Area Zones

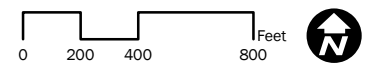
Zone	Purpose Statement
A-1: Aquatic One Development	Provide for the maintenance, enhancement and expansion of areas, activities and structures needed for navigation and for water-dependent industrial, commercial and recreational uses
A-2A: Aquatic Two-A Development	Provide for its redevelopment as a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

Figure 4
Zoning

-  Study
-  Uniontown-Alameda Historic District

Zoning Designations

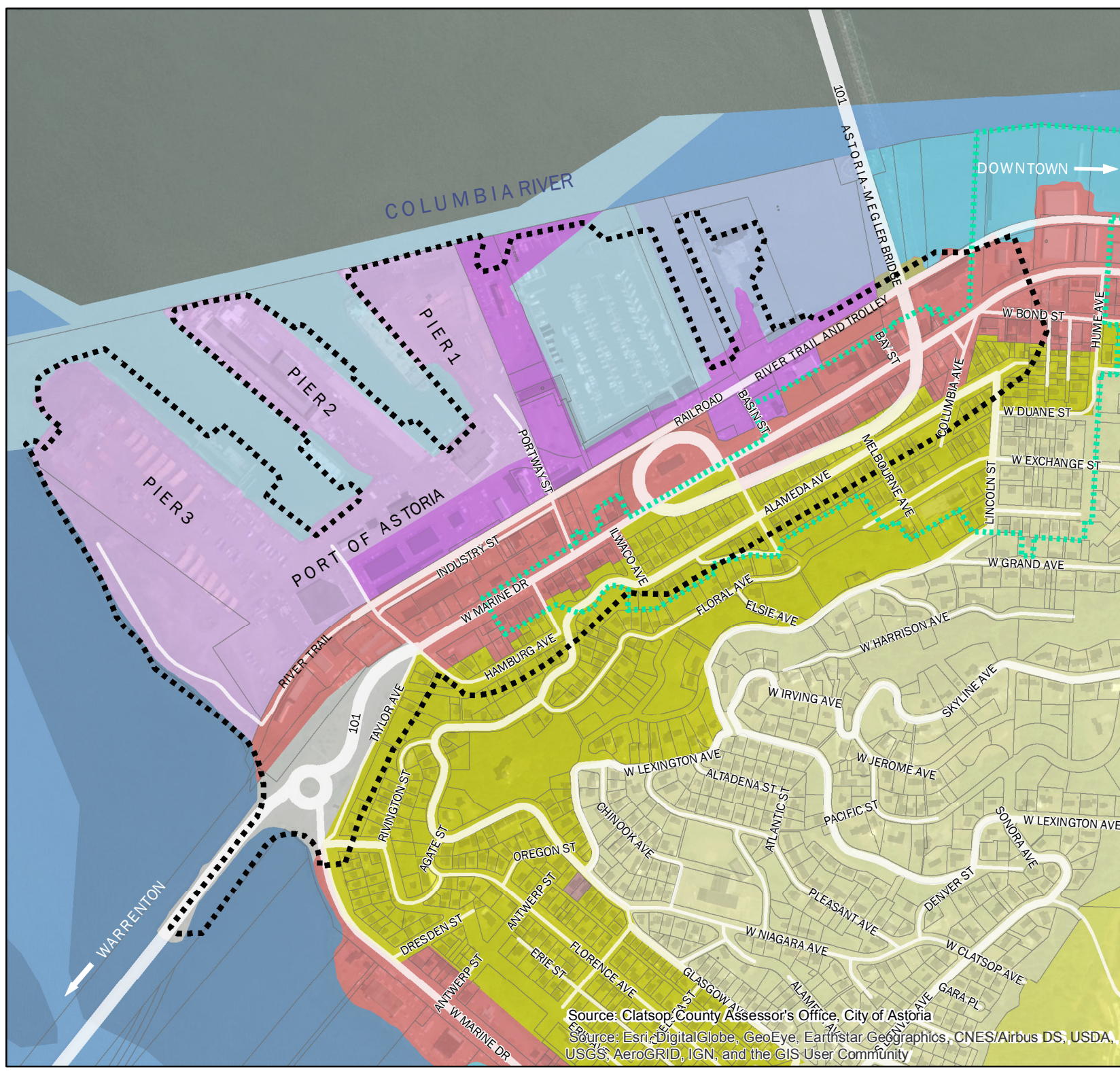
-  A1 - Aquatic One Development
-  A2 - Aquatic Two Development
-  A2A - Aquatic Two Development
-  A3 - Aquatic
-  A4 - Aquatic
-  C1 - Neighborhood Commercial
-  C3 - General
-  IN -
-  R1 - Low Density Residential
-  R2 - Medium Density Residential
-  R3 - High Density Residential
-  S1 - Marine
-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



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Use Regulations

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

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

Table 3. Allowed Uses in Study Area Zones

C-3	S-2	R-3
<p>Permitted Outright</p> <ol style="list-style-type: none"> 1. Business service establishment. 2. Commercial laundry or dry-cleaning establishment. 3. Commercial or public off-street parking lot.³ 4. Communication service establishment.³ 5. Construction service establishment.¹ 6. Eating and drinking establishment. 7. Educational service establishment. 8. Family day care center in single-family, two-family, or multi-family dwelling. 9. Home occupation in existing dwelling. 10. Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses. 11. Multi-family dwelling (limited to upper floor units in the Pedestrian-Oriented District of the BVO). 12. Personal service establishment. 13. Professional service establishment. 14. Public or semi-public use. 15. Repair service establishment, not including automotive, heavy equipment, or other major repair services (permitted conditionally in the Pedestrian-Oriented District of the BVO). 16. Residential facility.¹ 17. Retail sales establishment. 	<p>Permitted Outright</p> <ol style="list-style-type: none"> 1. Charter fishing office. 2. Cold storage and/or ice processing facility. 3. Marina and high intensity water-dependent recreation. 4. Marine equipment sales establishment. 5. Petroleum receiving, dispensing and storage for marine use.¹ 6. Seafood receiving and processing. 7. Ship and boat building and repair. 8. Maintenance and repair of existing structure or facility. 9. Navigation aide. 10. Temporary dike for emergency flood protection subject to State and Federal regulations. 11. Shoreline stabilization. 12. Public park or recreation area. 13. Water-dependent industrial, commercial and recreational use. 14. Manufactured Dwelling in an approved park.¹ 15. Transportation facilities. <p>Permitted Conditionally</p> <ol style="list-style-type: none"> 1. Active restoration/resource enhancement. 2. Automobile sales and service establishment.¹ 3. Contract construction service establishment. 	<p>Permitted Outright</p> <ol style="list-style-type: none"> 1. Single-family dwelling. 2. Two-family dwelling. 3. Multi-family dwelling. 4. Accessory dwelling unit. 5. Family day care center. 6. Home occupation, which satisfies requirements in Section 3.095. 7. Home stay lodging. 8. Manufactured dwelling in an approved park. 9. Manufactured home. 10. Residential facility. 11. Residential home. 12. Transportation facilities <p>Permitted Conditionally</p> <ol style="list-style-type: none"> 1. Bed and breakfast, or inn. 2. Boarding or rooming house, or other group housing, not mentioned above. 3. Congregate care facility. 4. Day care center. 5. Manufactured dwelling park. 6. Nursing home. 7. Public or semi-public use. 8. Restaurant as an accessory use to an Inn. 9. Temporary use meeting the requirements of Section 3.240. 10. Cluster development meeting the requirements of Section 11.160.¹

<p>18. Single-family and two-family dwelling in a new or existing structure:</p> <ul style="list-style-type: none"> a. Located above or below the first floor with commercial facilities on the first floor of the structure. b. Located in the rear of the first floor with commercial facilities in the front portion of the structure.¹ <p>19. Transportation service establishment.³</p> <p>20. Conference Center.³</p> <p>21. Indoor family entertainment or recreation establishment.¹</p> <p>Permitted Conditionally</p> <ul style="list-style-type: none"> 1. Animal hospital or kennel.³ 2. Automotive sales or service establishment.¹ 3. Day care center. 4. Gasoline service station.¹ 5. Hospital.³ 7. Light Manufacturing.⁴ 8. Recycling establishment. 9. Repair service establishment not allowed as an Outright Use. 10. Temporary use meeting the requirements of Sections 3.240. 11. Wholesale trade or warehouse establishment.³ 	<ul style="list-style-type: none"> 4. Educational establishment. 5. Gasoline service station.¹ 6. Housing which is secondary to another permitted use, such as security guard's or proprietor's quarters.¹ 7. Log storage/sorting yard. 8. Manufactured Dwelling Park which satisfies requirements in Section 11.120.¹ 9. Single-family residence where such use occupies no more than 25% of a structures gross floor area.¹ 10. Multi-family dwelling (limited to upper floor units in the Pedestrian-Oriented District of the BVO).¹ 11. Public or semi-public use. 12. Utility. 13. Business service establishment. 14. Communication service establishment. 15. Personal service establishment. 16. Professional service establishment.¹ 17. Repair service establishment. 18. Research and development laboratory. 19. Shipping and port activity. 20. Wholesale trade, warehouse, and/or distribution establishment (including trucking terminal). 21. Eating and drinking establishment. 22. Retail sales establishment. 23. Hotel, motel, inn, bed and breakfast.² 24. Indoor amusement, entertainment and/or recreation establishment.¹ 25. Wood processing. ¹ 26. Light manufacturing.⁴ 27. Temporary use meeting the requirements of Section 3.240. 28. Water-related industrial, commercial and recreational uses. 29. Conference Center.¹ 	
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Notes:

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

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

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

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

Development Standards

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

Table 4. Development Standards

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

Zone	Maximum Height	Setbacks	Maximum Lot Coverage	Notes
(BVO) Zone	non-limitation areas 35-45' (with step-back) on land	River Trail 70' view corridor along north/south streets	over-water limitation areas 30,000 sf on land	wall treatment, signs, lighting, landscaping, street trees and off-street parking

Notes

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

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

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

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

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

composition of trees and shrubs to ground cover. The BVO provides more specific standards for landscaping adjacent to the River Trail.

Architectural Design Standards: Bridge Vista Overlay Zone

In addition to the development standards identified above, the Bridge Vista Overlay Zone establishes a comprehensive set of standards and guidelines aimed at preserving and enhancing the historic character of the area. The standards and guidelines address building style, roof forms and materials, window and door design, exterior materials, and awnings. The standards and guidelines are rooted in the historic patterns established by buildings in the area, particularly buildings in the Uniontown-Alameda Historic District. Given that these standards were developed recently and are based on local historic character, major amendments to the standards are not likely to be recommended as part of this project. However, minor amendments to improve the clarity of the standards, make them easier to administer, or remove ineffective provisions may be appropriate.

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

Landscaping Standards

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

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

Off-Street Parking Standards

All properties in the study area are subject to the City's general off-street parking requirements in Article 7. Off-street parking can require a significant portion of the developable area of a site and, in some cases, minimum off-street parking requirements can act as a barrier to new development. The minimum parking

space requirements (Section 7.100) are typical for a smaller City with a limited transit system. The minimum parking space may be adjusted for properties in the study area through multiple means:

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

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

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

- Allowing for a reduction in the minimum requirements for uses over 5,000 square feet in the BVO.
- Providing a general reduction in minimum requirements as a strategy for incentivizing a particular use.
- Lowering the procedural requirements for requesting a modification of a parking requirement.