

# **City of Astoria, Oregon COMPREHENSIVE PLAN**

## **Volume 1**

### **Sections CP. 005 through CP. 186**

(Note: DLCD has divided the City of Astoria Comprehensive Plan into two volumes to facilitate review by NOAA/OCRM. DLCD also inserted hyperlinks into the Table of Contents to sections and subsections of the plan with enforceable policies to be considered by NOAA. Hyperlinks have been inserted at the end of these sections and subsections to return to the Table of Contents.)

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## LAND AND WATER USE ELEMENT

### CP.005. General Plan Philosophy and Policy Statement.

The City of Astoria's 1979 Comprehensive Plan was revised under the requirements of Oregon Revised Statutes Chapter 197. The State Planning Law, generally referred to as Senate Bill 100, requires that local comprehensive plans:

1. Must be adopted by the governing body;
2. Are expressions of public policy in the form of policy statements, generalized maps and standards and guidelines;
3. Shall be the basis for more specific rules, regulations and ordinances which implement the policies expressed through the comprehensive plans;
4. Shall be prepared to assure that all public actions are consistent and coordinated with the policies expressed through the comprehensive plans; and,
5. Shall be regularly reviewed, and, if necessary, revised to keep them consistent with the changing needs and desires and desires of the public they are designed to serve.

Although the City's Plan was revised to comply with the Statewide planning goals and guidelines, including the coastal goals pertaining to estuarine resources and coastal shorelands, the Plan is addressed to local concerns and problems.

The Comprehensive Plan is not a fixed document. The original planning period was generally considered to be to the year 2000, however, it was recognized that many changes may take place during the next 20 years. In 2011, the City completed a Buildable Lands Inventory with relevant changes in the Comprehensive Plan. The updates in 2011 are considered to be for the planning period through 2027. Changes in the Plan may be made with appropriate findings of fact. Major legislative changes in the Plan shall be made no more frequently than at two year intervals; minor changes shall be considered on a yearly basis.

All City ordinances, policies and actions must be consistent with the Comprehensive Plan. Where there is a conflict between the Plan and ordinances and other City policies, the Plan shall prevail. The comprehensive Plan is intended to be consistent with itself and coordinated with other plans. That is, the various policies are intended to interrelate not only with each other, but with those of Clatsop County and special districts within the Urban Growth Boundary. Where inconsistent policies are found, they must be corrected by a Plan amendment.

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In the preparation and adoption of the 1979 Comprehensive Plan, the City Planning Commission and City Council involved local citizens and property owners and other governmental agencies in the planning process. These efforts have included holding public workshops and public hearings, distribution of background materials and draft policies, the mail-out of a community-wide questionnaire, and local media coverage. All special districts, State and Federal agencies were notified of Plan statements or policies which affected them by the local coordinator. Through the Columbia River Estuary Study Taskforce (CREST) program, State and Federal agencies have been heavily involved in the preparation of the shorelands and estuary element.

It is the basic philosophy of the Plan that all Plan changes, amendments or revisions must be done in an open, well-publicized manner.

*[Section CP.005 amended by Ordinance 11-07, 7-5-11]*

## GENERAL DEVELOPMENT POLICIES

CP.010. Natural Features.

1. The physical capabilities and limitations of the land will be the basis for the type of development that is permitted.
2. The City will cooperate to foster a high quality of development through the use of flexible development standards, cluster or open space subdivisions, the sale or use of public lands, and other techniques. Site design which conforms with the natural topography and protects natural vegetation will be encouraged. Protection of scenic views and vistas will be encouraged.
3. Density of housing developments in a planned unit or cluster subdivision will be consistent with the density of the zone in which it is located; however, a mixture of housing types will be encouraged in order to promote diverse neighborhoods and to preserve open space.
4. Use of otherwise unbuildable lands such as wetlands, steep slopes, rights of way and public lands will generally not be used for density calculations.
5. Increases in density may be permitted where the development provides facilities in the community's interest. These may include low-cost or work force housing, park or recreation sites or school sites.

*[Section CP.010.5 amended by Ordinance 11-07, 7-5-11]*

6. Efforts will be made to maintain streams, ravines and undeveloped shorelands in their natural state. In the zoning and subdivision ordinances, stream bank setbacks will be required to protect stream bank vegetation, minimize the need for shoreline protection, and maintain the capacity of natural drainages.
7. The City through its Comprehensive Plan and Development Code, will work to protect valuable resource land and water areas, including agricultural lands, forest lands, and the estuary.
8. The City's Development Code shall include erosion control and stormwater management standards to regulate all land development activities in order to ensure that erosion and sedimentation, and other forms of contamination are minimized.

*[Section CP.010.8 added by Ordinance 04-07, 10-04-04]*

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CP.015.     General Land and Water Use Goals.

1.     It is the primary goal of the Comprehensive Plan to maintain Astoria's existing character by encouraging a compact urban form, by strengthening the downtown core and waterfront areas, and by protecting the residential and historic character of the City's neighborhoods. It is the intent of the Plan to promote Astoria as the commercial, industrial, tourist, and cultural center of the area.

*[Section CP.015.1 Amended by Ordinance 98-04, 5-4-98]*

2.     It is a goal of the Plan to encourage the development of public and private lands within the City limits, particularly areas that are presently serviced with sewer and water, prior to the extension of public facilities to areas outside the City.
3.     The Plan encourages the development of wooded hillsides within the City, where development feasibility is demonstrated, as an alternative to the conversion of agricultural lands, forestlands, aquatic areas, or other more sensitive lands to urban uses. If properly planned, new residential development on the City's south side could provide for housing opportunities (with outstanding views and solar heating potential), for all income levels in the foreseeable future.
4.     Because of the City's strong water orientation, the Plan supports continuing regional efforts to manage the Columbia River estuary and shorelands. The City's land use controls, within this regional context, will be aimed at protecting the estuary environment and at promoting the best use of the City's shorelands.
5.     The special qualities that make downtown Astoria a desirable place to visit or work should be promoted and protected through the City Plan and land use ordinances. These include shorelands suitable for water-dependent uses, the scenic views and water access areas along the waterfront, the commercial fishing and sports fishing industry and other activities that attract residents and tourists to the City.
6.     The Plan establishes the goal of encouraging development which the City is capable of servicing. New industry or housing development should be permitted if public facilities such as sewer, water, police and fire protection, and schools, are capable of accommodating increased demand. New development should make an equitable contribution to the future upgrading of public facilities and services.

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CP.020.     Community Growth - Plan Strategy.

1.     Direction of future residential growth will be toward the infilling of areas such as South Slope, the Gateway Overlay Area, Blue Ridge, Emerald Heights, East Astoria, and Williamsport where services presently exist or are planned, prior to the development of new areas.

*[Section CP.020.1 Amended by Ordinance 98-04, 5-4-98; Amended by Ordinance 11-07, 7-5-11]*

2.     New small scale industrial growth will be encouraged on the scattered sites identified in the Economic Section of the Plan. Major port development will be encouraged at the existing Port docks and at the East End Mooring Basin. North Tongue Point is considered a major deep draft port expansion area for use as a cargo handling and shipping facility. South Tongue Point is primarily designated for multiple water-dependent uses requiring medium draft water access.

*[Section CP.020.2 Amended by Ordinance 91-22, 9-3-91]*

3.     The Columbia River waterfront is considered a multiple use area. The development of this area is to be encouraged in a flexible manner, under the shorelands and estuary section.
4.     The downtown area will be protected as the commercial center of the region through policies discouraging strip commercial development, encouraging the establishment of additional parking areas, and promoting the concepts of limited malls and "People Places".
5.     The Miles Crossing-Jeffers Gardens area, the John Day valley and a portion of the State Forest Lands south of the present City limits were included originally in the City's Urban Growth Boundary. These areas were subsequently deleted because of objections of residents, the property owners, and the State Department of Forestry. It is the position of the City that at such time development is proposed in these areas which would require urban services, the County should investigate the costs of extension of City services versus the formation of special districts at such time that increased services are proposed.
6.     The City encourages historic preservation generally, and the restoration or reuse of existing buildings. However, these structures must be improved in a timely manner.
7.     Future development of the Gateway Overlay Area should be planned in accordance with the Gateway Master Plan. Special attention should be given to architectural design, landscaping, street frontages, location of parking lots, and other circulation issues. Future uses should serve to complement the Downtown Area.

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*[Section CP.020.7 Amended by Ordinance 98-04, 5-4-98]*

8. The City may explore opportunities to exchange large parcels within the UGB for equivalent, alternative areas outside the UGB if areas within the current UGB are not practical for future development areas.

*[Section CP.020.8 added by Ordinance 11-07, 7-5-11]*

9. The Buildable Lands Inventory completed in April 2011 identified a deficit of 15.54 net acres of residential buildable lands. In order to address this deficit, OAR 660-24-0050 requires that the City amend the Plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the boundary or by expanding the UGB, or both.

*[Section CP.020.9 added by Ordinance 11-07, 7-5-11]*

CP.025.     Policies Pertaining to Land Use Categories and Density Requirements.

1. Density requirements are established in the Comprehensive Plan and implemented in the Development Code. The land use categories are drawn on the City's official zoning map. Minimum lot sizes, as specified in the Development Code standards, are intended to regulate the density of housing units. Both the units per acre and the square footage requirements are based on net acreage, or the amount of buildable land exclusive of rights-of-way, wetlands, water areas, or other unbuildable land.
2. Changes in the land use and zoning map may be made by boundary amendment so long as such change is consistent with the goals and policies of the Comprehensive Plan.

Factors to be considered when evaluating requests for zoning amendments will include compatibility with existing land use patterns, effect on traffic circulation, adequacy of sewer, water and other public facilities, contiguity to similar zones, proposed buffering, physical capability including geologic hazards, and general effect on the environment.

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3. Residential Zoning Requirements.

<u>ZONE</u>	<u>MAXIMUM DENSITY</u>
Lower Density Residential	8 units per acre (single-family)
Medium Density Residential	10 units per acre (two-family) 24 units per acre (multi-family)
Higher Density Residential	40 units per acre (multi-family)
Planned Development	Density of underlying zone
Commercial	No density limit as per standards
Land Reserve	Density will conform to that of appropriate zone

*[Section CP.025.3 amended by Ordinance 11-07, 7-5-11]*

4. For areas determined to be Especially Suited for Water Dependent (ESWD) uses, the following policies shall apply City-wide:

- a. As of January 7, 2008, there were 170.34 acres of estuary shoreland planned and zoned for water dependent use in the City of Astoria.
- b. It has been determined that 125 acres are the minimum amount of acreage required to be protected for water dependent use within the estuary shoreland units within the City of Astoria.
- c. A request to redesignate or rezone shoreland designated for water dependent use within the portions of the Astoria (Columbia River) estuary will require a demonstration by the applicant that at least the minimum acreage of 125 acres will remain designated for water dependent use.

*[Section CP.025.4 added by Ordinance 02-05, 5-20-02; Section CP.025.4.a amended by Ordinance 11-07, 7-5-11]*

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## AREA DESCRIPTIONS AND POLICIES

### CP.030. West End Area.

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

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

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

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

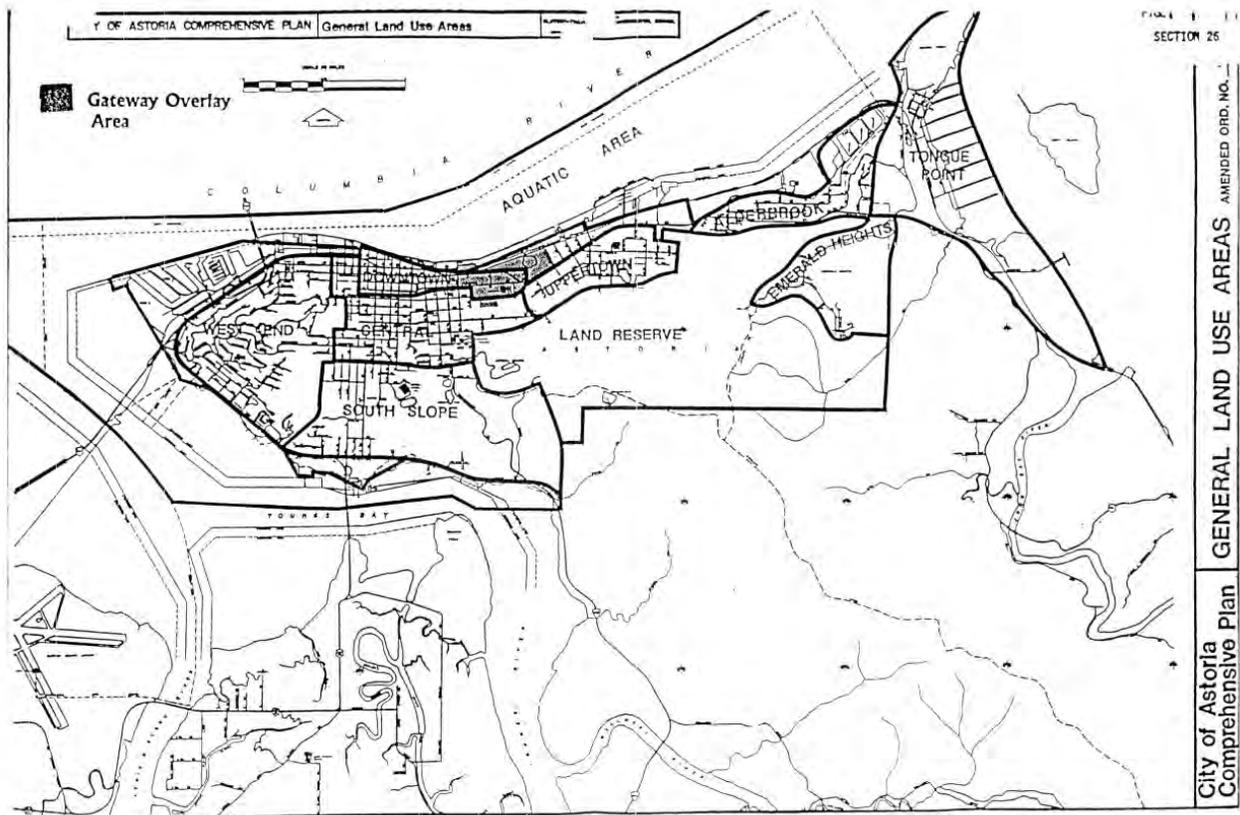
### CP.035. West End Area Policies.

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

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

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CP.040. Central Residential Area.

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

The original zoning was divided between multi-family on the lower areas to single-family above Irving Street. Single-family dwellings are the predominant land use throughout the area except for Bond Street. There is a small neighborhood commercial area on 8th Street at the top of the hill. Many of the older homes were converted to duplexes or apartments. Public uses include several small playgrounds, Niagara Park, the community college, the old cemetery, and a large ravine in City ownership at Grand and 4th Street. The streets run in the grid pattern of the original subdivision, with blocks 200 feet square and wide streets.

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

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

CP.045. Central Residential Area Policies.

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

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

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

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

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

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

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

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CP.050. Downtown Area.

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

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

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

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

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

CP.055. Downtown Area Policies.

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

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

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

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

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

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

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CP.057. Gateway Overlay Area.

The Gateway Overlay Area extends generally from 16th Street to 29th Street, from the pierhead line of the Columbia River on the north to Exchange and Franklin Streets on the south (see map Figure 1). As such, it overlays portions of the Downtown and the Uppertown Areas, which are discussed elsewhere in the Comprehensive Plan. The area is dominated by major institutional uses, including the Columbia River Maritime Museum, the Astoria School District's Warren Field, the City of Astoria Aquatics Center, Columbia Memorial Hospital, and the Oregon State University Seafood Lab, and Duncan Law Seafood Consumer Education Center. There are several significant vacant land and water areas suitable for redevelopment, notably the former Astoria Plywood Corporation Mill Site, and the riverfront area east of 20th Street. The Mill Site is planned for acquisition by the City of Astoria in early 1998 and sold for redevelopment as mixed residential with some possible commercial uses.

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

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

CP.058. Gateway Overlay Area Policies.

1. The City will utilize the general vision of the Gateway Master Plan to direct future development in the Gateway Overlay Area. The overall Comprehensive Plan

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objectives are to:

- a. promote development that complements the Downtown Area;
  - b. enhance the primary uses, such as the Columbia River Maritime Museum and Columbia Memorial Hospital, and work to redevelop areas such as the former Plywood Mill Site, which have significant development potential;
  - c. promote new land uses complementary to the riverfront and existing development, particularly visitor oriented uses and high density housing;
  - d. establish visual and physical linkages within and around the Gateway Overlay Area, with special emphasis on the Columbia River riverfront;
  - e. create a pedestrian-friendly environment throughout the Gateway Overlay Area through the careful siting of buildings and parking lots, careful consideration of street frontage design, and extension of the Astoria River Trail; and
  - f. create investor interest by promoting complementary land uses and quality development in the surrounding area.
2. The City will maintain the Gateway Overlay Area plan element of the Comprehensive Plan through its Development Code, including new planning zones and development standards, and through a design review process.

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

3. The City, through its Development Code, will maintain a set of Design Review Guidelines for the Gateway Overlay Area which address the architecture, landscaping, public and private circulation, signs, lighting, and other aspects of the built environment. The guidelines are fundamental principles which are applied to specific projects.

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

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

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

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

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

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

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CP.060. South Slope Area.

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

The predominant land use is single-family residential, although the zoning has historically been R-2. Duplexes and apartments occupy a small portion of the total land area. Commercial uses are clustered in the vicinity of West Marine Drive and the Old Highway 101 bridge entrance. Most of the vacant lands east of 7th Street are in public ownership.

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

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

CP.065. South Slope Area Policies.

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1. Refer to housing, geologic hazards, parks and recreation, and public facilities policies.
2. Because of the large amounts of vacant, buildable, publicly owned land on the south slope, there is a unique opportunity for well-planned housing development. Such development must take place on a large enough scale that complete geologic studies can be undertaken, and that adequate storm drainage and other public facilities can be provided. New housing developments should be at least three acres in size, and should include a mixture of housing costs and types. The planning commission should review all such developments under the planned development provision of the Development Code.
3. Rezoning on the south slope must provide for increased amounts of land zoned for multi-family housing. The area east of 7th Street, including Williamsport, is an appropriate area because of the potential described in Section CP.065.2 above. Densities must, however, be dependent on the capability of the land in terms of landslide potential, slope and other factors.
4. Zoning along Olney Road (State 202) will remain residential in order to discourage strip commercial development and to protect the residential character of adjacent areas. However, a small neighborhood commercial zone may be appropriate at the intersection of Williamsport and Olney Roads after the sewer is installed and development increases.
5. Consideration should be given to the improvement of the water main to Williamsport concurrently with the installation of the sewer interceptor.
6. The City should begin discussion with the State Forestry Department on the trade of buildable State lands in the Williamsport area for unbuildable City property in the land reserve area. Such land should then be made available for housing development by public or private developers.
7. Although much of the public land in Williamsport is currently platted, these plats should be vacated and the land replatted in a manner more appropriate to the land, based on specific development proposals.

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CP.070. Uppertown Area.

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

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

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

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

CP.075. Uppertown Area Policies.

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

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

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

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

*[Section CP.0070.5 amended by Ordinance 11-07, 7-5-11]*

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

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CP.080. Alderbrook Area.

The Alderbrook Area generally lies between Lief Erikson Drive and the pierhead line, and from 42nd to 54th Streets. It is an area of primarily older, single-family homes, with a few scattered duplexes. The area is topographically low, and some of it is in the 100-year floodplain. There are two small parks, one on Lief Erikson Drive and the other on Birch Street. The only commercial use is the small business on Lief Erikson Drive. A commercial fishing facility was located on the waterfront between 49th and 50th Streets; however this facility is currently being converted into an art studio/retreat.

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

Advantages of the Alderbrook Area are the proximity to the waterfront, the lack of through traffic (away from Lief Erikson Drive), the neighborhood hall and neighborhood character, and the availability of lower cost housing. Disadvantages include the flooding potential, the traffic along Lief Erikson Drive (a problem when crossing to the playground), and the distance to school.

*[Section CP.080 amended by Ordinance 11-07, 7-5-11]*

CP.085. Alderbrook Area Policies.

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

*[Section CP.080.1 amended by Ordinance 11-07, 7-5-11]*

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

*[Section CP.085.2, amended by Ordinance No. 87-21, Section 1, passed December 21, 1987]*

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3. Light industrial development consistent with the conservation estuary designation (such as commercial fishing operation) may be allowed so long as it does not conflict with the residential area.

*[Section CP.080.3 amended by Ordinance 11-07, 7-5-11]*

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

*[Section CP.080.4 amended by Ordinance 11-07, 7-5-11]*

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

6. The property west of the sewer lagoons is presently designated as a potential park site; it is zoned Medium Density Residential (R-2). However, the site's use as a regional park raises problems of traffic generation on residential streets. The local community must be involved in any future decision regarding this area.

*[Section CP.080.6 amended by Ordinance 11-07, 7-5-11]*

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

*[Section CP.080.7 added by Ordinance 11-07, 7-5-11]*

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CP.087. Emerald Heights Area.

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

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

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

CP.088. Emerald Heights Area Policies.

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

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

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CP.090. Tongue Point Area.

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

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

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

CP.095 Tongue Point Area Policies.

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

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

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

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

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

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CP.100.     Land Reserve Area.

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

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

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

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

CP.105.     Land Reserve Area Policies.

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

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

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

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

3. Development in this area will be primarily residential, although small retail or service commercial activities to serve the residents may be permitted under the

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planned development section of the Development Code. Housing developments will incorporate a variety of housing types and costs, particularly where the land was publicly owned. Density will be determined on the basis of the capability of the land, as determined from geologic and engineering studies. Adequate amounts of usable open space must be provided within residential developments.

4. The City should investigate the management of the unbuildable portions of the land reserve with the State Forestry Department. Consideration must be given, however, to the potential conflicts between adjacent residential areas and forest management practices. Forestry activities will be carried out with the full knowledge of the surrounding residents.
5. The City will work closely with the Oregon Department of Forestry to determine which City-owned lands could be exchanged with the State in order to facilitate development, particularly in areas close to existing residences such as Williamsport or the east end of Irving Street.
6. The City's Urban Growth Boundary will not include the State Forest lands south of the present south City limits at this time. However, at such time that the US 30 Bypass is proposed, consideration should be given to inclusion of the route in the City limits, or the extension of the Urban Growth Boundary to include the route.
7. Public uses, hospital, and other health care facilities may be located in this area after inclusion in the Urban Growth Boundary.

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

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## URBAN GROWTH

CP.110. Background Summary.

Astoria has a population of 9,477 (2010 US Census). The total land area within the Urban Growth Boundary (UGB) is 3,474.2 acres with total land area of 4,450 acres including land outside the UGB. the following table indicates the total acres and parcels by zone as of March 2008.

### Land Within the City Limits and UGB by Zoning District

Zone	Total Acres	Total Parcels
A1	130.85	9
A2	14.16	14
A3	367.18	56
AH-HC	5.17	9
AH-MP	13.18	91
C1	2.37	20
C2	18.52	38
C3	271.30	367
C4	27.72	165
CA	3.73	11
FA	6.31	12
GI	14.77	18
HC	7.57	15
HR	16.55	8
IN	413.09	106
LS	1.91	5
MH	12.35	22
R1	282.20	1,247
R2	597.57	2,021
R3	504.78	1,137
S1	148.83	26
S2	99.11	27
S2A	16.38	60
Unknown	502.72	56
<b>SUBTOTAL UGB</b>	<b>3,478.32</b>	<b>5,540</b>
LR	970.51	113
S2	0.30	1
Unknown	1.07	2
<b>SUBTOTAL City</b>	<b>971.89</b>	<b>116</b>
<b>TOTAL</b>	<b>4,450.21</b>	<b>5,656</b>

Source: The Benkendorf Associates Corp., 2007; Cogan Owens & Cogan, Buildable Lands Inventory, May 2008

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*Note: Unknown Zoning consists of primarily A\* zones with some (less than 5%) S\* zones. These parcels could not be classified because of the mismatches between the Parcels shape file from 2006 and zoning shape file from 2004.*

The estimated population for the entire UGB area in 2007 was 10,531 with a projected increase of 1,974 for a total estimated population of 12,506 by 2027. Assuming a household size of 2.26 persons per unit, the City will need to accommodate approximately 956 additional housing units by 2027.

The City's R-1, R-2, R-3, and AH-MP Zones all allow single-family residences. The City's R-3 and AH-MP Zones allow multi-family structures outright, and the R-2 Zone allows multi-family dwellings as a conditional use. There are 25.20 acres of undeveloped buildable land available for single-family residences (R-1 Zone). There are 120.67 acres of undeveloped buildable land that is available for multi-family housing as an outright use (R-3 and AH-MP Zones), and 74.99 acres available as a conditional use (R-2 Zone). These areas are considered committed to development. Overall, there is a projected deficit of 15.54 net acres of buildable land in the City to meet future housing needs to 2027.

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**Inventory of Net Buildable Land by Zoning District**

<b>UGB Limits</b>		<b>Zone</b>	<b>Zone Code</b>	<b>Buildable Parcels</b>	<b>Gross Buildable Acres</b>	<b>Net Buildable Acres</b>
	<b>Commercial</b>					
		Neighborhood Commercial	C1	2	0.19	0.14
		Tourist Commercial	C2	5	2.46	1.85
		General Commercial	C3	51	16.50	12.38
		Central Commercial	C4	1	0.17	0.13
		Local Service	LS	3	0.52	0.39
		Attached Housing/Mill Pond	AH-MP	3	3.36	2.52
		<b>Total Commercial</b>		<b>65</b>	<b>23.20</b>	<b>17.40</b>
	<b>Industrial</b>					
		General Industrial	GI	3	2.71	2.03
		<b>Total Industrial</b>		<b>3</b>	<b>2.71</b>	<b>2.03</b>
	<b>Residential</b>					
		Residential Low Density	R1	154	33.60	25.20
		Residential Medium Density	R2	308	99.98	74.99
		Residential High Density	R3	205	158.90	119.18
		Attached Housing/Health Care	AH-HC	0	0.00	0.00
		Attached Housing/Mill Pond	AH-MP	39	1.98	1.49
		<b>Total Residential</b>		<b>706</b>	<b>294.46</b>	<b>220.86</b>
	<b>Other</b>					
		Aquatic One Development	A1	0	0.00	0.00
		Aquatic Two Development	A2	1	0.52	0.39
		Aquatic Conservation	A3	0	0.00	0.00
		Marine Industrial Shorelands	S1	9	33.64	25.23
		General Development Shorelands	S2	12	8.50	6.38
		Tourist Oriented Shorelands	S2A	0	0.00	0.00
		Institutional	IN	3	6.25	4.69
		Education/Research/Health Care Campus	CA	0	0.00	0.00
		Family Activities	FA	0	0.00	0.00
		Health Care	HC	0	0.00	0.00
		Hospitality/Recreation	HR	2	0.95	0.71
		Maritime Heritage	MH	0	0.00	0.00
			Unknown	0	0.00	0.00
		<b>Total Other</b>		<b>27</b>	<b>49.86</b>	<b>37.40</b>
		<b>TOTAL UGB</b>		<b>801</b>	<b>370.24</b>	<b>277.67</b>

Source: Cogan Owens & Cogan (Buildable Lands Inventory, May 2008); and Wingard Planning and Development Services (Buildable Lands Inventory, July 2011)

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*[CP.110, Table 1 amended by Ordinance 91-22, 9-3-91; amended by Ordinance 11-07, 7-5-11]*

*[Section CP.110, Table 2 amended by Ordinance 91-22, 9-3-91; deleted by Ordinance 11-07, 7-5-11]*

There are two types of low and moderate income housing generally available: mobile homes and multi-family housing units. Less than 1% of Astoria's housing stock is presently in mobile homes. Many of these units may be displaced in the near future. Because of the topography of Astoria, it is unlikely that this percentage will increase. Thus, the burden for providing the housing needs of low and moderate (workforce) income families falls on multi-family housing. A comparison of the land required to meet multi-family needs (69.7 net acres) compared to the available land in the R-3 and AH-MP Zones (120.67 net acres), shows that sufficiently zoned land should be available. Even if the ratio of multi-family to single-family dwellings should increase substantially, there would still be adequate buildable land available for multi-family housing. However, as noted in the Buildable Lands Inventory dated April 2011, the majority of this land is in several, large, single ownership parcels. A possible UGB land swap may provide an opportunity for the City to exchange large parcels within the UGB for equivalent, alternative areas outside the UGB if areas within the current UGB are not practical for future development areas.

In 2008 through 2011, the City of Astoria conducted an Employment and Housing Related Buildable Lands Inventory (BLI)/Needs Assessment consistent with State laws and administrative rules. The purpose of this effort was to comply with State requirements and to ensure that Astoria has a sufficient supply of residential and employment land within its Urban Growth Boundary to meet the City's 20-year land demand.

The City worked collaboratively with the consultant and Department of Land Conservation and Development (DLCD) to update the City's Buildable Lands Inventory, Goal 9 (Economic Development) Analysis, Goal 10 (Housing) Analysis, and Comprehensive Plan policies related to the Goal 9, Goal 10 and Goal 11 (Public Facilities) elements. Much of the work reflected in these reports was conducted by The Benkendorf and Associates Corporation and Johnson-Gardner, LLC. Cogan Owens Cogan refined and expanded on that initial work. Wingard Planning and Development Services further refined the inventory of buildable residential land. The final BLI was presented to the City Council and adopted at their July 5, 2011 meeting.

*[Section CP.110 amended by Ordinance 81-16, 11-16-81; amended by Ordinance 82-08, 10-18-82; amended by Ordinance 11-07, 7-5-11]*

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CP.112. Issues of the 2008 Buildable Lands Inventory.

1. Buildable Lands Inventory.

The consultants conducted field checks to ensure a comprehensive inventory of vacant, partially vacant and potentially redevelopable lands, particularly commercial lands with the potential for redevelopment. They also identified a number of partially vacant parcels and one large residential parcel not previously included in the inventory.

2. Second Home Projections.

Based on discussions with City staff and members of the Astoria Planning Commission, the consultants assumed creation of approximately 640 second homes over the next 20 years. This is approximately equivalent to an increase from 3.4% of all housing units today to about 13% in 2027 and reflects a four-fold increase in the supply of second homes, compared to today. It is recommended that the City revisit this issue in the next five to ten years (after the 2010 US Census) as more data about second home development is available.

3. Overall Mix and Density of Housing.

The inventory assumed a mix and density for single-family attached and detached units that is generally consistent with recent building trends, changing demographic factors and physical development constraints. It also assumed that the relative percentage of attached and multi-family dwellings will increase in the future.

4. Location and Ownership of Buildable Land.

The majority of the identified buildable land is in several, large, single ownership parcels. Due to this, development of these parcels may not be feasible in the near future. A possible UGB land swap may provide an opportunity for the City to exchange large parcels within the UGB for equivalent, alternative areas outside the UGB if areas within the current UGB are not practical for future development areas.

5. Approaches to Addressing Future Buildable Residential Land Needs.

The inventory identified a variety of possible approaches to addressing future residential land needs.

*[Section CP.112.1 to CP.112.5 added by Ordinance 11-07, 7-5-11]*

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CP.113. Findings of the 2011 Buildable Lands Inventory.

1. Goal 9 Analysis.

A comparison of need and supply of industrial and other employment lands indicates an overall surplus of approximately 6.7 acres of employment land. While there is sufficient land for industrial uses, there is a deficit of land zoned for commercial and particularly retail use. However, a portion of the land identified as “Other” can accommodate specific commercial, industrial, and high-density residential development and help meet the need for additional commercial land.

An analysis of available commercial, industrial and institutional/other parcels reveals that a majority of the parcels (122 of 126 parcels) are relatively small in size – less than one acre for commercial parcels and less than five acres for industrial parcels. However, in a number of locations there are opportunities to assemble several small parcels to create medium or large parcels for commercial and industrial uses.

**Estimated Net Land Surplus/(Deficit) by Zoning Designation, Astoria UGB, 2027**

<b>Growth Scenario</b>	<b>Type of Use</b>	<b>Commercial (Office/Retail)</b>	<b>Industrial/Other</b>	<b>Total</b>
Medium	Land Need	38.2	11.5	49.7
	Land Supply	17.1	39.3	56.4
Surplus/(Deficit)	Surplus/(Deficit)	(21.1)	27.8	6.7

*Source: Cogan Owens Cogan, Buildable Lands Inventory, May 2008*

2. Goal 10 Analysis.

A comparison of residential land need and supply indicates an overall deficit of 15.54 acres of land. It also shows a deficit for land in the Low Density Residential (R-1) designation and a surplus in the Medium Density Residential (R-2), High Density Residential (R-3), and Attached Housing-Mill Pond (AH-MP) designations. It should be noted that a significant portion of the supply of land in the R-3 Zone is in the area surrounding and to the east of the Emerald Heights subdivision. Potential use of this land to meet housing needs is affected by a variety of factors including the following:

- a. Potential Access Issues. The area currently is served by only a single road. Topography will make construction of additional roads challenging.
- b. Topography. Much of the area is sloped, although land with slopes of 25% or more has already been subtracted from the Buildable Lands

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Inventory and a conservative estimate of average density has been used to account for these conditions to some degree.

- c. Limited Number of Owners. The Emerald Heights area is under a single ownership as is a large parcel in the inventory to the east. This could represent an opportunity or constraint to future development, depending on the desires of the property owners. One parcel is under State and Federal ownership, which also could represent constraints on future development.

**Estimated Net Land Surplus/(Deficit) by Zoning Designation, Astoria UGB, 2027**

Type of Use	R1	R2	R3	AH-MP	Total
Land Need	115.4	51.2	67.0	2.7	236.4
Land Supply	25.20	74.99	119.18	1.49	220.86
Surplus/(Deficit)	(90.20)	23.79	52.18	(1.21)	(15.54)

*Source: Buildable Lands Inventory, Cogan Owens Cogan, May 2008; and Wingard Planning & Development Services, April 2011*

*[Section CP.113.1 to CP.113.2 added by Ordinance 11-07, 7-5-11]*

**CP.115. Urban Growth Boundary Justification (Findings).**

1. Astoria's topography presents many development limitations: most of the land is steep and the flat land that does exist (filled land at the base of the peninsula), is extensively developed; aside from the Port of Astoria, the largest industrial site consists of approximately five acres of dry buildable land. Although the City has adequate sewerage treatment capacity to accommodate industrial growth, the land constraints have discouraged new industrial activity.
2. Astoria is bounded on three sides by water, and on the fourth side by an extensive Land Reserve, most of which is in steep slopes.
3. *[CP.115.3 deleted by Ordinance 82-08, 10-18-82]*
4. Housing development costs in sloping areas are very high; lots in the last subdivision improved in the City in 1982 sold for \$19-\$20,000 each, while new subdivision lots in 2007 sold for approximately \$75,000 on South Place to \$105,000 at Mill Pond. Unlike nearby communities, there are no flat, easily developable lands that would be suitable for lower cost housing.

*[Section CP.115.4 amended by Ordinance 11-07, 7-5-11]*

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5. Astoria currently provides water service to several areas outside the City limits, including Tongue Point, John Day, Willowdale, and Fern Hill. Sewer service is provided to the Coast Guard Base at Tongue Point.
6. The sewerage treatment system at Emerald Heights and Tongue Point is in poor condition, and it is anticipated that the area will connect to the City's system in the near future. It is the City's position that annexation would be required from this to occur.
7. Tongue Point and the MARAD Basin to the South are the site of primarily water-dependent uses planned by the Oregon Division of State Lands. The City is interested in providing sanitary sewer service to this development upon annexation.

*[CP.115.7 amended by Ordinance 91-22, 9-3-91]*

8. In order to attract a variety of potential employers, diversify the local economy, and respond to changing economic circumstances, Astoria needs a variety of vacant, available, and serviceable locations suitable to meet the requirements of water-dependent as well as non-water-dependent industrial, commercial, recreational, and institutional uses. Designated sites should offer a variety of parcel sizes and other site characteristics.

*[CP.115.8 amended by Ordinance 91-22, 9-3-91]*

CP.120. General Urban Policies.

1. The purpose of the following policies is to regulate land within the Astoria Urban Growth Boundary, but outside the City limits. The policies are to be adopted and mutually adopted by the City and County through each of their comprehensive plans. In 1988 and 1992, the City annexed all areas within the UGB except the Federally owned land at North Tongue Point including the US Coast Guard station and Job Corps Center.

*[Section CP.120.1 amended by Ordinance 11-07, 7-5-11]*

2. The City or County will notify each other within five (5) working days of receipt of an application for development within the Urban Growth Boundary outside the City limits. Developments will include subdivision, planned developments, multi-user industrial or commercial siting, extensions of public facilities, annexations or other activities which have an impact on the future growth of the City. The City Planning Commission will be involved in reviewing activities which have an impact on the future of the City, including zoning of lands within the Urban Growth Boundary.

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3. All activities will be in conformance with the City and County comprehensive plans, and implementing ordinances. Density of development within the Urban Growth Boundary will be based on the capacity of the land in terms of slope or landslide hazard, and availability of services such as water, sewer, and fire protection.
4. Adequate sanitary facilities and water capacity, including fire flow requirements, must be available prior to the approval of all proposed developments, including subdivisions at their projected densities, both inside the City limits and Urban Growth Boundary.
5. The costs of extending water or sewer service, improving roads, or upgrading other public services necessary to serve proposed development will be the responsibility of the developer or person initiating the action. Improvement charges for City water and sewer extensions will be established by the Astoria City Council. Additional charges for system improvements may be included in extension charges for the purpose of long-range upgrading of public facilities.
6. Full City services (water, sewer, police, street maintenance) will be provided only to those developments which annex to the City. Septic tanks or individual (private) water systems will be permitted only where the property owners agrees to support the formation of an improvement district at such time that the density level of the area makes such formation financially feasible. Limited extension of City services may be permitted within the Urban Growth Boundary so long as it conforms with the City's public facilities plan. Developments which include plans for individual utility systems will be carefully reviewed by the planning commission or City Council prior to approval by the County. It will be the policy of the City and County to discourage the formation of new service districts outside the Urban Growth Boundary, and to encourage efficient urban development inside urban growth boundaries where urban development can be authorized. Enlargement of City water lines outside the Urban Growth Boundary in order to facilitate additional growth will not be permitted.

*[Section CP.115.6 amended by Ordinance 11-07, 7-5-11]*

7. Subdivision design standards, density requirements, and other planning regulations will be mutually agreed to by the City and County. Developments requiring full City services will annex prior to subdivision or development, and will fall under the planning standards of the City. Developments which propose the connection to the City sewer, water, or streets will be referred to the City for annexation procedures prior to review by the County.
8. Annexations or changes in the Urban Growth Boundary will be done only with the mutual findings by the City and County that the following factors are considered:
  - a. There is a demonstrated need to accommodate long-term growth;

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- b. There is a need for one or more of the following: housing, employment opportunities or livability that the change would accommodate;
  - c. The change would provide an orderly and economic extension of public facilities;
  - d. The change would constitute or allow for efficient land use and utility patterns;
  - e. Environmental, energy, economic and social sequences are considered;
  - f. Resource areas, including agricultural and forest lands and wetlands, are protected.
9. Notwithstanding the purposes of these policies, as stated in CP.120.1 above, the conversion of undeveloped land to urban uses within the City limits will be done only with findings by the City that the factors in CP.120.8 above are considered.

*[CP.120.9 amended by Ordinance 81-16, 11-16-81; amended by Ordinance 11-07, 7-5-11]*

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CP.125. Specific Urban Growth Policies.

1. It is the policy of the City that the route of the US 30 Bypass should be within the Urban Growth Boundary, and ultimately within the City limits. At such time that the route is designed, the City, County, and State will formally discuss its inclusion in the City and the development potential of lands along the route.
2. Tongue Point and adjacent land and water use areas are included in the boundary for future water-dependent development. In order to provide sewer service to this area, annexation must take place.
3. The City constructed a major sewer extension to Williamsport in the southern portion of the City in 1987, and this is considered to be a future growth area for the community. As development pressures continue to occur south along Highway 202, including the new residential development at the old Navy Hospital site, the City will consider the extension of the boundary and services to these areas. The County and the City will cooperate to discourage the formation of new service districts generally when extension of City services is shown to be more cost effective.

*[Section CP.125.3 amended by Ordinance 11-07, 7-5-11]*

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4. The Miles Crossing-Jeffers Garden area, the John Day valley and a portion of the State Forest lands south of the present City limits were included originally in the City's Urban Growth Boundary. These areas were subsequently deleted because of objections of residents, the property owners and the State Department of Forestry. It is the position of the City that at such time development is proposed in these areas which would require urban services, the County should investigate the costs of extension of City services versus the formation of special districts at such time that increased services are proposed.
5. Agricultural lands (EFU zones) are not to be designated for development within any of the urban growth areas. Zoning designations of the County (as agreed to by the City) will be done to implement this policy.
6. Although the Urban Growth Boundary includes large amounts of aquatic areas, fill or other intensive development will only be permitted in those areas designated development, and to a very limited degree in conservation areas. The use of channels as boundary lines is considered descriptive only.

*[CP.125.6 amended by Ordinance 79-17, 12-3-79]*

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## COLUMBIA RIVER ESTUARY LAND AND WATER USE SECTION

### CP.130. INTRODUCTION

This section, prepared by the Columbia River Estuary Taskforce (CREST), is the basis for managing estuarine resources in Astoria within a regional framework. CREST is a bi-state voluntary planning organization organized in 1974 to develop a coordinated, regional estuary management plan. The City of Astoria has been a member of CREST since its inception, and the City's elected and appointed officials and staff have participated in the process throughout this period. This section of the plan is intended to satisfy the City's obligations under the Oregon Statewide Planning Goals 16, Estuarine Resources and 17, Coastal Shorelands, and the Federal Coastal Zone Management Act. Under these programs, the Columbia River estuary has been designated "development".

This comprehensive plan section consists of the following parts:

1. Definitions
2. Use designations
3. Shorelands map
4. Estuary map
5. Area designations
6. General shorelands and estuary policies

*(CP.130 Amended by Ordinance 90-33, dated 9-17-90)*

### CP.135. DEFINITIONS

**Aquatic Areas:** In the Columbia River Estuary, the tidal waters and wetlands, and the land underlying these waters. The upper limit of aquatic areas is the upper limit of aquatic vegetation or, where such a line can not be accurately determined, Mean Higher High Water.

**Coastal Shorelands:** The coastal shoreland boundary includes all the following resources as described in the Coastal Shorelands Goal:

- a. Areas subject to ocean flooding and lands within 100 feet of the ocean shore or within 50 feet of an estuary or a coastal lake.
- b. Adjacent areas of geologic instability where the geologic instability is related to or will impact a coastal water body.

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- c. Natural or man-made riparian resources, especially vegetation necessary to stabilize the shoreline and to maintain water quality and temperature necessary for the maintenance of fish habitat and spawning areas;
- d. Areas of significant shoreland and wetland biological habitats where habitat quality is primarily derived from or related to the association with coastal water areas.
- e. Areas necessary for water-dependent and water-related uses, including areas of recreational importance which utilize coastal water or riparian resources, areas appropriate for navigation and port facilities, dredge material disposal and mitigation sites and areas having characteristics suitable for aquaculture.
- f. Areas of exception aesthetic or scenic quality, where the quality is primarily derived from or related to the association with coastal water areas; and
- g. Coastal headlands.

Columbia River Estuary: For planning purposes the estuary is defined as all aquatic areas subject to tidal influence downstream of the Wahkiakum County line (approximately River Mile 53 in Washington) and downstream of the western edge of Puget Island (RM 39) in Oregon.

Water-Dependent: A use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for water-borne transportation, recreation, energy production, or source of water.

Water-Oriented: A use whose attraction to the public is enhanced by a view of or access to coastal water.

Water-Related: Uses which are not directly dependent upon access to a water body, but which provide goods or services that are directly associated with water-dependent land or waterway use, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or facilities, residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories, and trailer parks are not generally considered dependent on or related to water location needs.

*(CP.135 Amended by Ordinance 90-33, dated 9-17-90)*

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CP.140. COLUMBIA RIVER ESTUARY AQUATIC AND SHORELAND DESIGNATIONS

A. Natural Aquatic.

Natural Aquatic areas are designated to assure the protection of significant fish and wildlife habitats; of continued biological productivity within the estuary; and of scientific, research, and educational needs. These areas are managed to preserve natural resources in recognition of dynamic, natural, geological, and evolutionary processes. Natural Aquatic areas include all major tidal marshes, tide flats, and seagrass and algae beds. The designation is intended to preserve those aquatic natural resource systems existing relatively free of human influence. These areas are in the Aquatic Natural Zone (A-4).

B. Conservation Aquatic.

Conservation Aquatic areas are designated for long-term uses of renewable resources that do not require major alterations of the estuary, except for the purpose of restoration. They are managed for the protection and conservation of the resources found in these areas. The Conservation Aquatic designation includes areas needed for the maintenance and enhancement of biological productivity, recreational resources, aesthetic features and aquaculture. The Conservation Aquatic designation includes areas that are smaller or of less biological importance than Natural Aquatic areas. Areas that are partially altered and adjacent to existing moderate intensity development which do not possess the resource characteristics of other aquatic areas are also included in this designation. These areas are in the Aquatic Conservation Zone (A-3).

C. Development Aquatic.

Development Aquatic areas are designated to provide for navigation and other identified needs for public, commercial, and industrial water-dependent uses. The objective of the Development Aquatic designation is to ensure optimum utilization of appropriate aquatic areas by providing for intensive development. Such areas include deepwater adjacent to or near the shoreline, navigation channels, sub-tidal areas for in-water disposal of dredged material, areas of minimal biological significance needed for uses requiring alteration of the estuary, and areas that are not in Conservation or Natural designations. These areas are in the Aquatic One Development Zone (A-1), the Aquatic Two Development Zone (A-2), the Aquatic Two-A Development Zone (A-2A).

D. Natural Shoreland.

Natural Shoreland areas designated to assure protection of significant non-tidal marshes, significant shoreland wildlife habitat, and exceptional aesthetic resources. Natural Shorelands are managed for low-intensity recreation, wildlife

habitat management and other non-consumptive uses. These areas are in the Natural Shorelands Zone (S-5).

E. Development Shoreland.

Development Shoreland areas are designated to provide for water-related and water-dependent development along the estuary's shoreline. Development Shoreland areas include urban or developed shorelands with little or no natural resource value, and shorelands with existing water-dependent or water-related uses. These areas are in the General Development Shorelands Zone (S-2), or the Tourist-Oriented Shorelands Zone (S-2A). Some of these areas are in residential or commercial zones with a Shorelands Overlay Zone.

F. Water-Dependent Development Shoreland.

Water-Dependent Development Shoreland areas have unique characteristics that make them especially suited for water-dependent development. Characteristics that contribute to suitability for water-dependent development include:

1. Deep water close to shore with supporting land transportation facilities suitable for ship and barge facilities;
2. Potential for aquaculture;
3. Protected areas subject to scour which would require little dredging for use as marinas;
4. Potential for recreational utilization of coastal waters or riparian resources.

These areas are managed for water-dependent recreational, commercial and industrial uses. These areas are in the Marine Industrial Shorelands Zone (S-1).

*[CP.140 Amended by Ordinance 90-33, dated 9-17-90]*

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CP.145.

*(CP.145 Deleted by Ordinance 91-22, dated 9-3-91)*

**CP.150. PERMITTED USES IN COLUMBIA RIVER ESTUARY AQUATIC AND SHORELAND DESIGNATIONS**

*(Section CP.150 retitled by Ordinance 91-22, dated 9-3-91)*

**A. Introduction.**

The Columbia River Estuary Regional Management Plan's Management System consists of nine aquatic and shoreland designations, and a corresponding list of permitted uses and activities for each designation. Astoria contains the following designations: Natural Aquatic, Conservation Aquatic, Development Aquatic, Natural Shorelands, Development Shoreland and Water-Dependent Development Shoreland.

Aquatic designations cover the entire estuary below the landward limit of aquatic vegetation or, where aquatic vegetation is not present, Mean Higher High Water. Shoreland designations cover land areas and non-tidal wetlands along the estuary shoreline. The landward extent of shoreland designations is described in the subarea descriptions, Sections CP.155 to CP.180.

This section summarizes information on the types of uses and activities that may be permitted in the different aquatic and shoreland designations. This information is presented in the form of a list corresponding to each designation. The lists are exclusive: uses and activities omitted from a list are not permitted in that designation. Notations on the lists indicate additional substantive and procedural requirements associated with particular uses. Many of the terms appearing on the use lists have specific regulatory definitions. These terms are defined in the Zoning Ordinance. Uses and activities on the list may only be approved if they comply with applicable Regional Estuary and Shoreland Policies, applicable Estuary and Shoreland Subarea Policies, and applicable zoning ordinance requirements.

**B. Natural Aquatic.**

Natural Aquatic areas are designated to assure the protection of significant fish and wildlife habitats; of continued biological productivity within the estuary; and of scientific, research, and educational needs. These areas are managed to preserve natural resources in recognition of dynamic, natural, geological, and evolutionary processes. Natural Aquatic areas include all major tidal marshes, tide flats, and seagrass and algae beds. The designation is intended to preserve those aquatic natural resource systems existing relatively free of human influence.

1. Undeveloped low-intensity, water-dependent recreation.
2. Research and educational observation.

3. Navigation aids.
4. Projects for the protection of habitat, nutrient, fish, wildlife and aesthetic resources, as designated in this plan.
5. Passive restoration measures.
6. Estuarine enhancement. \*
7. Maintenance and repair of existing structures or facilities.
8. Bridge crossings.
9. Shoreline stabilization.
10. Bridge crossing support structures. \*
11. Tidegate installation and maintenance in functional dikes. \*
12. Active restoration of fish habitat, wildlife habitat, or water quality. \*
13. Water-dependent parts of an aquaculture facility which do not involve dredge or fill or other estuarine alteration other than incidental dredging for harvest of benthic species or removable in-water structures such as stakes or racks. \*
14. Communication facilities, including necessary foundation or support structures. \*
15. Pipelines, cables and utility crossings. \*
16. Boat ramps for public use where no dredging or fill is needed for navigation access. \*
17. Temporary alterations. \*
18. Vegetative shoreline stabilization.
19. Uses accessory to the above uses.

\* Resource Capability Determination and Impact Assessment required.

A use which requires dredging, fill, in-water structures, riprap, log storage, water intake, flow lane disposal of dredged material, or other activities which could

affect the estuary's physical processes or biological resources are subject to an Impact Assessment.

Placement of new piling in Natural Aquatic areas may be permitted in conjunction with numbers 2, 3, 4, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, and 17.

Dredging in Natural Aquatic areas may be permitted in conjunction with numbers 3, 4, 6, 7, 9, 10, 11, 12, 14, 15, 16 and 17.

Filling in Natural Aquatic areas may be permitted in conjunction with numbers 4, 6, 7, 9, 10, 12, 14, 16 and 17.

C. Conservation Aquatic.

1. Navigation.
2. Undeveloped low-intensity, water-dependent recreation.
3. Research and educational observation.
4. Navigation aids.
5. Estuarine enhancement.
6. Projects for protection of habitat, nutrient, fish, wildlife and aesthetic resources, as designated in this plan.
7. Passive restoration measures.
8. Active restoration of fish habitat, wildlife habitat, or water quality.
9. Communication facilities, including necessary foundation or support structures.
10. Pipelines, cables and utility crossings.
11. Shoreline stabilization.
12. Bridge crossings.
13. Water-dependent part of an aquaculture facility which do not involve dredge or fill or other estuarine alternation other than incidental dredging for harvest of benthic species or removable in-water structures such as stakes or racks.

14. Boat ramps for public use where no fill or dredging is needed for navigational access.
15. Beach nourishment at sites designated in this plan.
16. Maintenance and repair of existing structures or facilities.
17. Bridge crossing support structures.
18. Storm water and waste water outfalls.
19. Tidegate installation and maintenance in functional dikes.
20. Active restoration for purposes other than protection of habitat, nutrient, fish, wildlife and aesthetic resources. \*
21. The water-dependent parts of an aquaculture facility requiring dredge or fill or other alteration of the estuary. \*
22. High-intensity water-dependent recreation, including boat ramps, marinas and individual docks, and new dredging for these uses. \*
23. Minor navigational improvements. \*
24. Mining and mineral extraction. \*
25. Other water-dependent uses requiring occupation of water surface area by means other than dredge or fill. \*
26. Temporary alterations. \*
27. Temporary dikes.
28. Temporary uses involving an existing structure or involving new facilities requiring minimal capital investment and no permanent structures. \*
29. In pile supported buildings existing as of October 1, 2002, non-water dependent and non-water related uses.

*(Section CP.150.B.29 added by Ordinance 02-15, 12-2-02)*

30. Uses accessory to the above uses.

*(Section CP.150.B.30 renumbered by Ordinance 02-15, 12-2-02)*

\* Resource Capability Determination and Impact Assessment required.

A use which requires dredging, fill, in-water structures, riprap, log storage, water intake, flow lane disposal of dredged material, or other activities which could affect the estuary's physical processes or biological resources must be subject to an Impact Assessment.

Placement of new piling in Conservation Aquatic areas may be permitted in conjunction with numbers 3, 4, 5, 6, 9, 10, 11, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 28, and 29.

Dredging in Conservation Aquatic areas may be approved in conjunction with numbers 4, 5, 6, 8, 9, 10, 11, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, and 29.

Fill in Conservation Aquatic area may be permitted in conjunction with numbers 5, 6, 9, 11, 14, 15, 16, 17, 20, 21, 22, 26, 27, and 29.

D. Development Aquatic.

1. Navigation.

2. Water-dependent commercial, industrial and port uses, including but not limited to the water-dependent portions of the following uses:

a. Docks, moorages, piers or wharves;

b. Fuel storage or dispensing facilities;

c. Cargo loading or unloading facilities;

d. Vessel construction, maintenance or repair facilities;

e. Seafood receiving, processing or storage;

f. Cargo marshalling, assembly and storage facilities;

g. Ice making and sales establishments;

h. Integrated manufacturing and shipping facility where a significant portion of the operation is water-dependent;

i. Commercial aquaculture production facilities.

3. Marinas.
4. Maintenance and repair of existing structures or facilities.
5. Water transport channels where dredging may be necessary.
6. Flow lane disposal of dredged materials within areas designated in the plan.
7. Water storage areas where needed for products used in or resulting from industry, commerce, and recreation.
8. Navigational structures.
9. Estuarine enhancement. \*
10. Undeveloped low-intensity, water-dependent recreation. \*
11. Water-related uses, including but not limited to: \*
  - a. administrative offices of water-dependent business or agencies;
  - b. marine hardware sales and repair;
  - c. charter fishing offices;
  - d. net storage.
12. Non-dependent, non-related uses, not requiring dredge or fill.\*
13. Research and educational observation. \*
14. Navigation aids. \*
15. Minor navigational improvements. \*
16. Projects for the protection of habitat, nutrient, fish, wildlife and aesthetic resources, as designated in this plan. \*
17. Passive restoration measures. \*
18. Active restoration. \*
19. Bridge crossings. \*

20. Communication facilities, including necessary foundation or supporting structures. \*

21. Pipelines, cables and utility crossings. \*

22. Tidegate installation and maintenance in functional dikes.\*

23. Temporary alterations. \*

24. Mining and mineral extraction. \*

25. Shoreline stabilization. \*

26. Bridge crossing support structures and dredging necessary for their installation. \*

27. Beach nourishment at sites designated in this plan. \*

28. Boat ramps, individual docks, and other high-intensity water-dependent recreation. \*

29. Temporary uses involving an existing structure or involving new facilities requiring a minimal capital investment and no permanent structures. \*

30. Storm water and wastewater outfalls.

31. Temporary dikes.

32. Uses accessory to the above uses.

\* Must be consistent with Development Aquatic purpose, and consistent with adjacent Shorelands designation purpose.

A use which requires dredging, fill, in-water structures, riprap, log storage, water intake, flow lane disposal of dredged material, or other activities which could affect the estuary's physical processes or biological resources must be subject to an Impact Assessment.

Placement of new piling in Development Aquatic areas may be permitted in conjunction with numbers 2, 3, 4, 7, 8, 9, 11, 12, 13, 14, 15, 16, 20, 21, 22, 23, 25, 26, 28, 29, 30, and 32.

Dredging in Development Aquatic areas may be permitted in conjunction with numbers 1, 2, 3, 4, 5, 7, 8, 9, 11, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 28, 30, 31, and 32.

Fill in Development Aquatic areas may be permitted in conjunction with numbers 2, 3, 4, 8, 9, 16, 18, 20, 23, 25, 26, 27, 28, 31, and 32.

E. Development Shorelands.

1. Water-dependent commercial, industrial and recreational uses.
2. Aquaculture facilities.
3. Navigation aides.
4. Port facilities.
5. Shoreline stabilization.
6. Maintenance and repair of existing structures or facilities.
7. Utilities.
8. Dikes and tidegates.
9. Marine research and education facility.
10. Excavation to create new water surface area.
11. Mitigation, restoration, creation, and enhancement.
12. Temporary uses involving an existing structure or involving new facilities requiring a minimal capital investment.
13. Dredged material disposal.
14. Public access improvement projects, as specified in public access plans.
15. Water-related uses.
16. Non-dependent, non-related uses.
17. Single and multi-family residences, including mobile homes.
18. Storm water or wastewater outfall.
19. Communication facilities.
20. Off-street parking.

21. Land transportation facilities.
  22. Beach nourishment at sites designated in this plan.
  23. Temporary alterations.
  24. Uses accessory to the above uses.
- F. Water-Dependent Development Shoreland.
1. Water-dependent recreational uses.
  2. Water-dependent commercial, industrial and port uses.
  3. Temporary uses involving an existing structure or involving new facilities requiring a minimal capital investment and no permanent structures.
  4. Water-dependent portions of an aquaculture facility.
  5. Navigation aides.
  6. Shoreline stabilization. \*
  7. Maintenance and repair of existing structures or facilities.
  8. Utilities, including landfalls and access corridors. \*
  9. Dikes and tidegates. \*
  10. Marine research and education facility. \*
  11. Excavation to create new water surface area. \*
  12. Mitigation, restoration, creation and enhancement. \*
  13. Dredged material disposal. \*
  14. Public access improvement projects, as specified in public access plans. \*
  15. Water-related uses. \*
  16. Temporary dikes.
  17. Storm water or wastewater outfall. \*
  18. Communication facilities. \*

19. Land transportation facilities. \*

20. Beach nourishment at sites designated in this plan.

21. Temporary alterations.

22. Excavation to create new water surface area.

23. Uses accessory to the above uses. \*

\* May be approved only upon a demonstration that it will not preempt water-dependent uses.

*(CP.150 Amended by Ordinance 90-33, dated 9-17-90)*

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CP.155. YOUNGS BAY SUBAREA PLAN

A. General Description.

Youngs Bay is one of the more biologically productive parts of the estuary. This subarea extends from the old Highway 101 bridges over the Youngs River and the Lewis and Clark River to the 20-foot bathymetric contour adjacent to the navigation channel of the Columbia River. It includes large fringing marshes, tide flats, open water, and restored wetlands at the Airport Mitigation Bank. The subarea boundary follows the shoreline, except adjacent to the Port of Astoria and the East Peninsula of the Skipanon River. No shorelands are included. Youngs Bay is in Warrenton, Astoria and Clatsop County. Only a portion of this subarea is in Astoria.

B. Aquatic Features.

Youngs Bay is the most intensively studied bay of the estuary Because of numerous development proposals. The area has been considerably altered by human activity. The most important physical alterations have been diking of tidal marshes and spruce swamps, the filling of shallow areas, and the hydraulic alteration of the bay by channels, fills and causeways. Youngs Bay originally extended from Tansy Point to Smith Point. Peninsulas at the mouth of the Skipanon River have completely separated Alder Cove from Youngs Bay, though the systems remain similar in their biology. The strongest effects on the bay's hydraulics have been exerted by the Skipanon peninsulas, the fills at Smith Point (Port of Astoria piers) and bridge causeways. The new Highway 101 causeway in particular has caused a marked reduction in currents and wave action in the interior of Youngs Bay. There has been extensive shoaling. Many of the adjacent diked areas were previously tidal marshes and swamps connected with Youngs Bay.

Tides in Youngs Bay and tributary streams are of the standing wave type. Thus, the tidal range increases somewhat from the port docks (8.0 feet) to the tidal reaches of the tributary streams (8.6 or 8.7 feet). High water is nearly simultaneous throughout the system and occurs at slack water. This type of tide is typical of shallow bays but atypical of the Columbia River Estuary.

Three water masses contribute to circulation in Youngs Bay: Columbia River fresh water, tributary fresh water and marine water. Fresh water flow in the Columbia River is greatest during the spring freshet in June; winter freshets also occur. Youngs Bay tributary flow is strongest in December and January, when local rainfall is at a maximum. Intrusion of saline marine water is governed primarily by Columbia River flow and secondarily by tributary flow. Salinity in Youngs Bay rarely exceeds 10 to 15 parts per thousand even in the fall. Vertical salinity differences under these conditions are pronounced and salinity may intrude upriver along the bottom as far as RM 10 in the Youngs River and RM 6

in the Lewis and Clark River. Salinity is entirely or nearly absent from Youngs Bay during high flow periods for either the Columbia River or Youngs Bay tributaries.

Current patterns in Youngs Bay are complex. Eddies and stagnant areas prevail in the shallows. Stronger currents are found in the deep areas. Currents are highly variable, depending on winds, tides, freshwater flow and salinity intrusion.

Water quality is generally good in Youngs Bay; no serious pollutant sources are present and the flushing is excellent. Flushing times for the bay itself have been estimated to vary from 1 to 2 days, depending on tide and freshwater flow conditions. The flushing time of the tributaries below the head of tide is slower; 3.3 to 16 days for the Lewis and Clark River and 2.3 to 7.8 days for the Youngs River. Water quality in some smaller tributaries and sloughs such as the Little Walluski River is less favorable because of the poor flushing.

Sediments in the subarea range from medium to fine sand in the central bay to very fine sand, silt, and clay on the tidal flats. Youngs Bay appears to experience alternating periods of sedimentation and erosion, with variations occurring on time scales from storm events and seasons to years and decades. Sedimentation predominates (average rate throughout bay 1 cm/yr) and most strongly so in the shallow areas (up to 6 cm/yr). These observations are confirmed by bathymetric changes over the last century.

Aquatic plant types in Youngs Bay include phytoplankton, benthic algae, and tidal marsh and swamp vegetation. Phytoplankton productivity is low compared with the rest of the estuary. Benthic algal productivity on the tidal flats and in the low marshes ranks among the highest in the estuary. Tidal flats along the west shore of Youngs Bay are particularly productive. Tidal marshes and swamps form a narrow fringe along most of the Bay's shoreline. Colonizing low marshes dominated by bulrush account for about half of the low marsh area. Remaining low marshes are dominated by Lyngby's sedge and are highly productive. The high marshes consist of a mixture of several species of herbaceous plants and shrubs. Shrub species dominate the tidal swamps. Both low and high tidal marsh is expected to develop in a 35-acre area on the west side of the Lewis and Clark River mouth which was restored to tidal influence in 1987.

Invertebrates that have been studied in the subarea include benthic infauna and epibenthic organisms. Benthic infauna densities rank among the highest in the estuary. Fish prey species such as amphipods and clams are abundant in the infauna community. The epibenthic organism community in the subarea also ranks among the most abundant in the estuary. Key organisms include small copepods and larger animals such as sand shrimp.

Youngs Bay is a feeding area for many species of fresh and salt water fish. The Bay is also a particularly important nursery area for the juveniles of many

species. English sole, starry flounder, and Pacific staghorn sculpin utilize the bay as a feeding and nursery area. The English sole found in the bay are primarily subyearlings and are most abundant in the deeper habitats during the fall months. Abundant freshwater species in the subarea include threespine stickleback, peamouth, and prickly sculpin.

Pacific herring, shiner perch, and longfin smelt may spawn in Youngs Bay. Pacific herring spawn in the estuary from April through July. Yearling and older herring, however, are not abundant in the bay. Subyearlings become abundant in the bay in summer. Youngs Bay is more important as a nursery area than as a spawning area for Pacific herring. Shiner perch bear their young in the estuary in June and July. Yearling and older perch become particularly concentrated in the bay during this period. Subyearling perch utilize the bay as a nursery area in summer and fall. Longfin smelt spawn in the estuary from November through March. Smelt ranging in age from yearlings through adults utilize Youngs Bay throughout the year and are abundant in fall. Larval longfin smelt appear in the estuary in winter and spring and subyearlings utilize the bay as a nursery area primarily in fall.

Several other anadromous species, including American shad and the salmonids, utilize the bay as a migration route and nursery area. American shad spawn in tributaries to the bay from June to August. Adult American shad migrate through the bay in June and July and juveniles in November and December. American shad are less abundant in Youngs Bay than in the main stem of the estuary because these spawning runs are relatively small. All of the salmonid species abundant in the estuary utilize Youngs Bay as a migration route or nursery area. Subyearling Chinook salmon utilize the bay as a nursery area year round and are abundant during their spring migration. These juvenile Chinook include populations which have migrated from upriver as well as from natural spawning areas and hatcheries in the tributaries of the bay. Yearling Chinook and coho and juvenile steelhead and cutthroat trout migrate through the bay primarily in spring. The yearling Chinook populations represent upriver stocks, while the coho and steelhead populations originate both upriver and in natural spawning areas and hatcheries in the bay's tributaries.

The Youngs Bay subarea provides habitat for several species of resident and migratory birds. Double-crested cormorant feed in the subarea year round while pelagic cormorant utilize the subarea primarily in winter. The subarea's marshes and tidal flats provide habitat for migratory waterfowl, especially swans, canvasback, scaups, and scoters. These birds are abundant in winter and during their spring and fall migrations. The western grebe, another migratory species, is abundant in the subarea and uses Youngs Bay as a staging area before its spring migration. Mallard, a resident waterfowl species, utilize the subarea year round. Western and glaucous-winged gulls feed in the subarea year round. Shorebirds utilize the tidal flat and low marsh habitats during all seasons but are most abundant during their spring and fall migrations. Great blue heron feed in

the tidal flats and marshes of the subarea year round. They are particularly abundant during the spring and summer nesting season. A rookery near the mouth of the Youngs River is in the South Astoria Subarea.

Aquatic and terrestrial mammals utilize the subarea's marshes; however, mammal use is low compared with upriver wetlands. Muskrat and nutria use the low and high marshes for feeding and denning. Raccoon feed in the high marsh habitats of the subarea.

C. Human Use.

The primary uses are recreational boating and fishing, commercial fishing, and log transport.

The Clatsop Economic Development Committee's fisheries project on the north shore of the bay has been successful and is expanding. The physical characteristics of Youngs Bay, including good water quality, adequate depth at certain sites, and access to shoreland sites make it particularly suitable for aquaculture. The salmon gillnet fishery in Youngs Bay has increased in size in recent years, with rising production at the Oregon Department of Fish and Wildlife's Klaskanine Hatchery and the two Clatsop Economic Development Committee hatcheries on the south fork of the Klaskanine and on Tucker Creek. Youngs Bay gillnetters participate in a system of voluntary assessments to pay for the Clatsop Economic Development Committee hatchery projects. A net pen salmon smolt rearing project on the north shore of the bay is expected to increase salmon runs.

The cumulative impacts of diking, shore protection, bridge construction and other human activity in Youngs Bay has been significant. Circulation, aquatic habitat and public access have all been affected.

D. Issues.

Prime industrial sites on the shorelands adjacent to Youngs Bay include the East Peninsula of the Skipanon River and the Astoria Airport. These sites could be made larger by filling productive shallow areas.

A major limitation on development of shorelands adjacent to Youngs Bay is the limited land transportation system. Navigational access to the Youngs Bay shoreline is limited by fringing tidal marshes, shallow water and the high shoaling rate. Commercial use of the bay in the near future will probably be limited to log transport and fishing. Recreational boating and fishing will probably increase. There is a need for support facilities along the shore of Youngs Bay for recreational and commercial fishing vessels.

Severe contamination of both upland and tidal flat sediments at the old Pacific Power and Light coal gasification plant on Youngs Bay was discovered in 1984. There was evidence of contamination of aquatic organisms as well as groundwater contamination. Carcinogenic poly-nuclear aromatic hydrocarbons (PAHs) and benzene were identified as the contaminants of primary concern in the coal tars. A remedial action program was developed in coordination with the Environmental Protection Agency and the Oregon Department of Environmental Quality. The old PP&L Service Center building was demolished in 1985 and the rubble was disposed onsite, then covered with sand and several feet of topsoil. Warning signs were placed around the contaminated area. A groundwater monitoring program indicated mainly localized groundwater contamination.

A dike adjacent to the airport runway designated for an instrument landing system, which once intruded into the clear zone of that runway, was moved waterward in 1984-85. Spruce and other vegetation from approximately one acre outside the present dike was also removed. This activity was mitigated by moving a portion of the dike landward, creating new marsh area. An exception to Oregon Statewide Planning Goal 16 was approved for this action.

A 35 acre mitigation bank east of the airport near the mouth of the Lewis and Clark River was created by building a new dike landward of the previous dike. The old dike was then breached to restore the area to tidal influence. The mitigation bank is administered by the Oregon Division of State Lands.

**E. Aquatic Designations.**

The authorized navigation channels are designated Development Aquatic. The mud flats, tidal flats, and fringing marshes are designated Natural Aquatic, except for areas adjacent to the old PP&L facility, the site of a former net storage building south of the new Youngs Bay Bridge, and the existing structure at the Columbia Boatworks, which are designated Conservation Aquatic. All other water areas are designated Conservation Aquatic.

**F. Subarea Policies.**

1. Proposed developments shall be evaluated for their impact on existing aquaculture operations. Aquatic sites that are especially suitable for aquaculture development shall be reserved for that use whenever possible.
2. Development of the aquatic area adjacent to the old Pacific Power and Light facility shall be evaluated for its impacts related to contaminated sediments buried onsite. Potential exposure of coal tar pollutants from disturbance of contaminated sediments shall be avoided.

*(CP.155 Amended by Ordinance 90-33, dated 9-17-90)*

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**CP.160. SOUTH ASTORIA SUBAREA PLAN**

**A. General Description.**

This subarea covers the north shore of Youngs Bay between the new Youngs Bay bridge and the junction of the Astoria City limits with the shoreline. West of the old Youngs Bay bridge only the shorelands are a part of the subarea. East of the old Youngs Bay bridge the shorelands and the aquatic area out to the pierhead line are included.

Most of the subarea is within the City limits and the Urban Growth Boundary of the City of Astoria. Some aquatic areas in the eastern portion of the subarea are outside of the UGB under Clatsop County's jurisdiction.

**B. Aquatic Features.**

The aquatic portion of this subarea includes the nearshore waters along the south Astoria waterfront. Much of the shoreline is riprapped and there are fringing marshes and tide flats along the shore. Aquatic physical and biological features are discussed in the Youngs Bay Subarea Plan.

**C. Shoreland Features.**

The shorelands of this subarea are a narrow band of developed land between the water and Marine Drive/Highway 202. Soils are fill material and Coquille-Tidal Marsh (fresh) - Clatsop Association. Wildlife values are minimal, because most of the surface is paved and the shoreline is riprapped.

**D. Human Use.**

Residential, commercial and industrial uses are found on these shorelands. Water-oriented uses include the Astoria Yacht Club adjacent to the old Youngs Bay bridge north footing, a shipyard, a launching, mooring, boat maintenance and fueling facility at Tidepoint, and other small docks and moorages. The Clatsop Economic Development Committee maintains salmon rearing pens west of Tidepoint. The salmon are raised to smolt size and released into the Youngs River. The former Bumblebee shipyard (now Corderman, Oregon) has had limited activity.

**E. Issues.**

Most suitable development sites in this subarea have already been developed. Industrial sites include the former Bumblebee Shipyard, the abandoned PP&L plant and the Fluhrer Brothers shingle mill. Some dredging would be needed adjacent to the PP&L site to provide access to the Youngs Bay Channel. Dredging at this site could probably not be approved because of coal tar contamination in the sediments and the fear that polyaromatic hydrocarbons (PAHs) and benzene would be released into Youngs Bay (see Youngs Bay Subarea Plan). Dredging would probably also be necessary to provide water access to the old Bumblebee Shipyard facility. Though there is deep water close to shore between the old Youngs Bay bridge and the Tidepoint Dock, little backup land is available. Extensive fills in the Youngs River/Youngs Bay system would conflict with the high natural values of the area. Concerns have been expressed about interference with upland views as a result of development along the bay.

**F. Aquatic and Shoreland Designations.**

The aquatic area east of the old Youngs Bay bridge out to the pierhead line is designated Development between the bridge and 11th Street, and Conservation east of 11th Street to the subarea boundary.

Shorelands in this subarea are designated Development with the exception of the area bounded by the old Youngs Bay Bridge, Highway 202, and 11th Street, which is designated Water-Dependent Development.

The regulatory shoreland boundary is 50 feet from the Youngs Bay and Youngs River shoreline in this subarea, except where it extends farther inland to include the following shoreland features:

1. Shoreland bounded by the Old Youngs Bay Bridge, Highway 202, and 11th Street necessary for water-dependent uses.
2. All other shorelands between the new Youngs Bay Bridge (U.S. Highway 101) and the eastern Astoria City limits, waterward of Highway 202, with the exception of the PP&L substation at the southeast corner of 11th Street and Highway 202.

**G. Subarea Policies.**

1. Development of the shoreland occupied by the old Pacific Power and Light facility shall be evaluated for its impacts related to contaminated sediments buried on site. Potential exposure of coal tar pollutants from disturbance of contaminated sediments shall be avoided.

2. Potential conflicts between new development and existing uses on the South Astoria Waterfront will be evaluated on a case-by-case basis during permit review.
3. Proposed developments shall be evaluated for their impact on existing aquaculture operations. Aquatic sites that are especially suitable for aquaculture development shall be reserved for that use whenever possible.
4. The highway 30 by-pass may involve widening of the existing highway along the South Astoria Waterfront into Youngs Bay. Widening will be approved only after analysis of its impacts on public access to the bay, aquatic resources in the areas to be filled, and existing homes and businesses.

*(CP.160 Amended by Ordinance 90-33, dated 9-17-90)*

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**CP.165. PORT OF ASTORIA SUBAREA PLAN**

**A. General Description.**

This subarea includes shorelands and aquatic areas along the Astoria waterfront between the Astoria-Megler Bridge and the Youngs Bay Bridge causeway. The Port of Astoria piers, the Federally-authorized turning basin, the West End Mooring Basin, the Red Lion Inn complex and the Union Cannery are included.

**B. Aquatic Features.**

The aquatic portions of this subarea include shallow flats west of Pier 3, deep water off the Port piers, and waters between the piers and east of Pier 1. Aquatic features on the shallow flats west of Pier 3 are similar to those in Youngs Bay (see Youngs Bay Subarea Plan). Benthic infauna densities are very high on these flats. The aquatic characteristics of the waters off of the Port piers are similar to those in the adjacent channel (see Estuary Channels Subarea Plan).

Much of the aquatic habitat between the finger piers, within the mooring basin, and east of the basin, is somewhat degraded because of Port and mooring basin use and past cannery use. Sediments in these areas consist primarily of very fine sand, silt, and clay. Benthic infauna have been sampled on the tidal flat east of the mooring basin. Infauna densities in that area are moderate.

**C. Shoreland Features.**

The shorelands of the subarea are flat and consist largely of fill material obtained from the Columbia River. The subarea is almost entirely developed for port facilities. The only shoreland vegetation consists of upland grasses, scotch broom, and other shrubs located on and adjacent to Pier 3. The subarea has little wildlife value.

D. Human Use.

The Port of Astoria, the West End Mooring Basin, and the Red Lion Inn are the major facilities in this subarea. The Port of Astoria facilities contain 3 piers, a port office building, warehouses, open dock and storage areas, a barge slip, and a marina for small commercial and recreational vessels. There are also several warehouses and a tank farm located on Port-owned property. The railroad and Highway 101 are adjacent to this subarea.

Pier 3 was used for assembly of oil well modules for use in outer-continental shelf and nearshore waters in Alaska. The project demonstrated the feasibility of assembling these modules in the estuary. Declining petroleum prices resulted in the closure of the Pier 3 facility in 1986.

E. Issues.

Additional Port lands might be obtained by filling one or both of the pier slips or by filling west of Pier 3 or east of Pier 1. Extensive filling has been strongly opposed by resource agencies. A permit for an 80-acre fill west of Pier 3 was denied in 1976. Future Port of Astoria development plans involve extending the face of Pier 1 to the east to accommodate larger cargo vessels. Additional plans include building bulkheads around the piers, other structural repairs to the piers, and construction of new warehouse, office, and restaurant buildings (Port of Astoria Marine Terminals Development Plan, 1985).

Cargoes at the Port of Astoria have consisted almost entirely of logs in recent years. The Port has carried out a major rehabilitation of Pier 1 with the establishment of a new berth presently used principally for log exports.

A Mediation Panel Agreement between State and local governments and resource agencies on potential development of several sites along the Lower Columbia River in Oregon was reached in 1981. This agreement designated aquatic and shoreland areas for development as well as resource protection. The agreement's policies and designations for the Port of Astoria are included in the applicable sections of this subarea plan.

It is important to note that the 1985 Port of Astoria development plan does not include future filling between the finger piers, although the Mediation Panel Agreement did address it. Instead, port plans now call for expansion of the dock face at Pier 1 to the east. This would involve fill of approximately 4 acres to the

west of the existing mooring basin in the first stage, fill of approximately 10 acres east of the mooring basin in the second stage, and fill of the area in between now occupied by the West End Mooring Basin in the final stage. This potential fill area was not included in the Mediation Panel Agreement.

The tidal flats west of Pier 3 are a valuable natural resource. Benthic animals are abundant and the area used by salmon migrating downstream and by other fishes. This is discussed in the Youngs Bay Subarea Plan. These tidal flats are also an attractive development site, being adjacent to both the main ship channel and existing Port facilities.

**F. Aquatic and Shoreland Designations.**

**1. The following aquatic areas are designated Development:**

- a. The aquatic area between the eastern tip of the port piers and a point 220 feet west of the end of Pier 3 and lying South of the pierhead line. This area includes 19.4 acres within the finger piers and 2.1 acres of aquatic area lying 220 feet West of the East tip of Pier 3 and South of the pierhead line (Mediation Panel Agreement).
- b. A 10-acre subtidal area West of the 2.1 acre area described above (Mediation Panel Agreement), to be developed using piling to the maximum extent feasible.
- c. The aquatic area between the east side of Pier 1 and the Columbia River bridge, south of the pierhead line, including the mooring basin and the Union Cannery.
- d. The turning basin, and the area between the piers and the turning basin.

**2. The following aquatic areas are designated Conservation:**

- a. The aquatic area between 3 feet below MLLW and the Navigation channel, excluding the aquatic area designated Development by the Mediation Panel Agreement, and excluding the designated turning basin.

**3. The following aquatic areas are designated Natural:**

- a. The remainder of the aquatic area west of Pier 3.

**4. All shorelands are designated Water-Dependent Development, except those south of the railroad right-of-way in a Development designation, and**

those north of the railroad right-of-way lying east of the mooring basin and west of the Astoria-Megler Bridge, also in a Development designation.

*(Section CP.165.F.4 amended by Ordinance 96-13, dated 12-2-96)*

5. The regulatory shoreland boundary in this subarea includes areas designated Water-Dependent Development shorelands and areas designation Development shorelands.

**G. Subarea Policies.**

1. Filling of slips 1 and 2 and the 2.1 acre site north of Pier 3 may occur as required to meet specific development proposals.
2. The 10 acre aquatic development parcel west of Pier 3 may be developed as part of a specific proposal to fully utilize the filled area inclusive of slip 2, the 2.1 acre fill, Pier 3, and the existing filled area adjacent to Pier 3.
3. The 10 acre aquatic development area shall be developed using piling to the maximum extent feasible.
4. Filling shall only be allowed for water-dependent uses. Specific proposals for the extent of fill or pile in the area west of Pier 3 must be justified at the time of permit application, specifically addressing physical and biological effects on the area west of Pier 3.

*(CP.165 Amended by Ordinance 90-33, dated 9-17-90)*

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CP.170. DOWNTOWN ASTORIA SUBAREA PLAN

A. General Description.

This subarea includes shorelands and aquatic areas within the City of Astoria between the Astoria-Megler Bridge and 29th Street. The waterward boundary is the 20-foot bathymetric contour, or the pierhead line, whichever is farther waterward. The upland boundary is Marine Drive.

B. Aquatic Features.

With the exception of nearshore areas, the aquatic physical and biological characteristics in this subarea are similar to those in the adjacent channel (see Estuary Channels Subarea Plan). Near the shoreline sediments become finer and benthic infauna densities higher than in the adjacent channel. Subyearling fall Chinook salmon migrate along the shallow nearshore areas.

C. Shoreland Features.

Virtually all of the shorelands in this subarea are former aquatic areas filled with sandy dredged material. There is little vegetation and no wildlife habitat. The shorelands are not in the floodplain.

D. Human Use.

This is an industrial and commercial area with few residences. Many uses are water-dependent or water-related, including fish unloading and processing, boat and tug moorage, bar and river pilot offices, the Astoria Plywood Mill, petroleum off-loading, marine equipment suppliers, and the Columbia River Maritime Museum. The Pier 11 complex of shops and a restaurant is focused on the water.

The Elmore Cannery, the Bonded Warehouse and the Kinney Cannery (#1 Sixth Street) are listed on the National Register of Historic Places. These sites are protected through provisions of the City of Astoria's Zoning Ordinance.

Rail, road and water access are available. All utilities are avoided by the City of Astoria. Several street ends are popular public water access points. The view of the Columbia River and the waterfront from the higher areas of Astoria is scenic.

E. Issues.

The development potential of this area for maritime commerce is limited, despite the adjacent shipping channel and deep water, because there is little undeveloped backup land. An increasing number of stores, offices and light industrial concerns that are not water-oriented have located in this subarea in

recent years. Although there are some waterfront areas which presently contain strictly water-dependent uses, there is a general desire by the City to permit a mixture of uses. Tourist facilities, redevelopment of old canneries and fish processing facilities are the most likely new water-oriented uses. Other large-scale water-dependent and industrial uses may conflict with tourist-oriented businesses because of public safety, security, road and rail traffic, and aesthetic concerns.

Public access to the waterfront is presently available via numerous publicly-owned street ends and some vacant waterfront lands. Development of publicly-owned sites to provide good public access to the waterfront is a high priority and will require a considerable investment.

The Astoria Waterfront Revitalization Plan calls for mixed-use tourist-oriented development and increased public access. A public pier has been developed at the foot of Sixth Street, and additional public pier is planned for the foot of 14th Street.

**F. Aquatic and Shoreland Designations.**

The aquatic area is designated Development out to the pierhead line. The main navigation channel and a flow lane disposal strip on each side (either 600 feet wide or extending up to the 20-foot bathymetric contour, whichever is narrowest) is designated Development. The area between the pierhead line and the flow lane is in a Conservation designation.

The shoreland area from the Astoria-Megler Bridge to the eastern boundary of the former Astoria Plywood Mill Site (29th Street) is designated Development.

The regulatory shoreland boundary in this subarea is 50 feet from the Columbia River shoreline.

*(CP.170.F Amended by Ordinance 98-04, dated 5-4-98)*

**G. Subarea Policies.**

1. Public access to this area of the Astoria waterfront is strongly encouraged at street ends, at areas designated in the Astoria Waterfront Revitalization Plan.
2. The historic character of the Elmore Cannery, the Kinney Warehouse and the Bonded Warehouse will be protected through application of the Historic District element of the City of Astoria's Zoning Ordinance.
3. A walking/jogging path along the waterfront is needed. Use of the Burlington Northern railroad right-of-way should be explored.

*(CP.170 Amended by Ordinance 90-33, dated 9-17-90)*

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CP.175. UPPERTOWN / ALDERBROOK SUBAREA PLAN

A. General Description.

This subarea contains shorelands and aquatic areas in eastern Astoria. The waterward boundary is the 20-foot bathymetric contour. The western boundary is 29th Street. The upland boundary extends eastward from 29th Street on Marine Drive/Leif Erickson Drive to 44th Street, north to the 100 year floodplain boundary, east to 53rd Street, north to Alder Street, then east along Alder Street and continuing straight east to the City limits. The eastern boundary follows the City limits.

B. Aquatic Features.

The aquatic portions of this subarea include open water and nearshore habitats in the river and Alderbrook Cove. The aquatic characteristics of the open water areas are similar to the adjacent channel (see Estuary Channels Subarea Plan). In the nearshore habitats, sediments become finer and benthic infauna productivity higher. A 1980 study reported high densities of amphipods in nearshore areas of the subarea. Juvenile fall Chinook salmon migrate in the shallow nearshore habitats. Alderbrook Cove contains fine sediments and probably has high benthic productivity. The Cove is partially fringed by low elevation tidal marshes. Bird use on the marshes and adjacent tidal flats is high.

C. Shoreland Features.

The shorelands in this subarea include the waterfront from 29th Street east and the Astoria sewer lagoons. The shorelands are developed except for sandy dredged material disposal sites both east and west of Alderbrook Cove. The area east of the Cove is vegetated primarily with scotch broom on the uplands and with emergent wetland plants and shrubs in a wetland area on the southeast corner of the site.

Wildlife values are minimal in the developed areas and moderate in the undeveloped areas. The sewer lagoons receive high bird use.

D. Human Use.

Considerable construction occurred in this subarea between the plywood mill and the East End Mooring Basin in the 1970s. The new buildings include City shops, light industries, and a grocery store. Water-dependent and water-related uses include fish receiving and processing facilities, net racks and the East End Mooring Basin. There is a trailer court adjacent to the East End Mooring Basin. The East End Mooring Basin and its small area of backup land remain largely undeveloped.

This subarea has City water, sewer, and road access to Highway 30. The railroad runs along the shoreline.

Alderbrook is the only residential area of Astoria that has immediate frontage on the water. It contains a number of nineteenth century houses and has a quiet attractiveness not found elsewhere along the waterfront.

E. Issues.

Shorelands in this subarea do not have direct access to deep water. The ship channel is 2,000 to 4,000 feet from the shoreline, though several ship anchorages are south of the channel. Shallow draft boat access is available throughout the area but low tides uncover substantial flats. Rock piles from old ship ballast and rock ledges further limit access. Most boat traffic is concentrated around the East End Mooring Basin, which is presently under-utilized.

The Corps of Engineers has completed improvements to the East End Mooring Basin breakwaters that correct the surge problem. Eliminating the surge opens the basin to a large number of vessels and increases the need for dredging and for backup land to support basin operations. Vacant shorelands should be reserved for support uses.

Most of the subarea shorelands are already developed and there are no large vacant parcels. Between 35th and 41st Streets, however, is mostly vacant land with the potential to support water-dependent and water-related uses associated with the boat basin.

The Water-Dependent Development site immediately west of Alderbrook Cove may be reconfigured to include land closer to the Mooring Basin, and exclude land immediately adjacent to the Lagoon. An exception to Oregon Statewide Planning Goal 17 may be necessary.

The 1986 Lower Columbia River Assessment of Oregon Deep Draft Sites identified Alderbrook Cove, the small park east of the cove, the existing water-dependent development site west of the cove and adjacent aquatic area extending approximately 1,500 feet into the Columbia River as a potential port development site. Development would involve filling the cove and adjacent Columbia River area. The fill would cover approximately 170 acres. There is a conflict over designation of this port development site in the Plan. Local residents and the City of Astoria have stated that development of the site as projected in the Deep Draft Sites assessment would generate unacceptable negative impacts on the Alderbrook neighborhood. In addition, the aquatic area of the site is designated Conservation. Adequate mitigation sites have not been identified for this development. Redesignation of the area to Development would require an exception to Oregon Statewide Planning Goal 16. The Oregon State Department of Economic Development and Division of State Lands have stated

that a port development site in addition to those already designated is needed in the Astoria area. The Deep Draft Sites Assessment states that Astoria is Oregon's only alternative to Portland for a deep-draft port potentially served by barge and competitive rail.

Port development in the Alderbrook area is not consistent with maintenance of the aquatic area habitat, scenic, and recreational values. It is also inconsistent with the Alderbrook neighborhood residential area. In addition, designation of a deep-draft port site at the proposed location requires full involvement of public agencies and citizens. This coordination has not yet occurred. For these reasons, this Plan has retained the Aquatic Conservation designation of Alderbrook Cove and adjacent Columbia River area and has not designated a new port site.

An alternative deep-draft port development site located west of the East Astoria Mooring Basin has been tentatively identified. An area large enough to accommodate three ships, with a loop railroad spur, is desired. Approximately 3,000 linear feet of pier face would be necessary. The aquatic area generally between the extended right-of-ways of 21st and 33rd Streets, extending out to approximately 500 feet south of the main navigation channel, would meet these dimensional requirements. A number of existing shoreland parcels between 21st and 33rd Streets could be redeveloped for port-related use. This site avoids many of the negative impacts associated with development of the Alderbrook site. The City will consider formal designation of this site when preliminary environmental and feasibility studies, consistent with existing State (ORS 541.605 et seq.) and Federal regulations regarding estuarine fill, have been completed.

#### F. Aquatic and Shoreland Designations.

The aquatic area between 29th and 41st Streets is designated Development to the pierhead line, except at the East End Mooring Basin where the designation corresponds to the outer boundary of the pier. East of 41st Street, the aquatic area is designated Conservation.

Shorelands are designated Development, except for the Water-Dependent Development site west of Alderbrook Cove between 35th and 41st Streets.

The regulatory shoreland boundary in this subarea is 50 feet from the Columbia River shoreline except where it extends further inland to include the following shoreland resources:

1. Lands surrounding the Astoria sewage lagoons, in a Development Shoreland designation;

2. Lands adjacent to Alderbrook Cove, in a Development Shorelands designation;
3. Lands adjacent to and east of the Astoria East End Mooring Basin, in a Development Shoreland designation;
4. Lands between 29th and 35th Streets, north of Leif Erickson Drive/Marine Drive, in a Development Shorelands designation;
5. Dredged material disposal site A-S-16.3 (from the Columbia River Estuary Dredged Material Management Plan);
6. A mitigation site on the east side of Alderbrook Cove (from the Columbia River Estuary Restoration and Mitigation Plan).

G. Subarea Policies.

1. The Alderbrook area has unique characteristics and values. Plan amendments which would allow higher-intensity uses than those now present are discouraged.

*(CP.175 Amended by Ordinance 90-33, dated 9-17-90)*

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CP.180. TONGUE POINT SUBAREA PLAN

A. General Description.

This subarea covers both shorelands and aquatic areas between the navigation channel on the north, the MARAD Basin on the east, the Astoria Urban Growth Boundary on the south, Highway 30 on the west (from the Astoria Urban Growth Boundary on the south to Mill Creek), and the Burlington Northern Railroad right-of-way (from Mill Creek to the Astoria sewage ponds). This subarea contains the former Tongue Point Naval Station and finger piers, portions of the Federal Job Corps Center, and the U. S. Army Corps of Engineers Field Station. The area is in the Astoria Urban Growth Boundary, under the jurisdiction of Clatsop County.

B. Aquatic Features.

The aquatic areas include the access channel to Tongue Point from the Columbia River, the area surrounding eight finger piers, the MARAD Basin between Mott Island, Lois Island and South Tongue Point, the tidal flats and marshes adjacent to the Corps of Engineers Field Office, and water areas west and north of Tongue Point and the Coast Guard piers.

The aquatic area adjacent to Tongue Point has been highly altered by human activities. Prior to 1939, the area between the mouth of the John Day River and Tongue Point was an area of shallow waters, tidal flats, and marshes. The railroad track marked the approximate shoreline east of the neck of Tongue Point, except on the west side of the John Day River mouth, where the railroad track cut off a shallow embayment. The present Mott and Lois Islands were tidelands or waters up to 15 feet deep. The material dredged from the entrance channel into Tongue Point and the MARAD Basin was used to form virtually all of the low-lying, flat lands of the present Tongue Point and Corps of Engineers facilities. Mott and Lois Islands in the adjacent subarea were also formed with this material.

The aquatic area north and west of Tongue Point differs markedly from the basin formed by the Point and Lois and Mott Islands. The aquatic characteristics north and west of Tongue Point are discussed in the Estuary Channels Subarea Plan.

The partially enclosed aquatic area east of Tongue Point is characterized by slower currents, finer sediments, and lower salinity than the main channel. The entrance channel into Tongue Point ranges from about 40 feet deep at the mouth to about 25 feet deep east of the finger piers. The MARAD Basin is generally between 20 and 26 feet deep. Depths between the finger piers are generally less than 15 feet. A band of intertidal areas, including tidal flats, marshes, and swamps, surrounds the south Tongue Point peninsula. This intertidal area varies from 300 to 1,500 feet in width and averages about 500 feet in width. Currents and flushing in these waters east of Tongue Point result primarily from tidal flow. Columbia River flow through

the south channel is relatively small and the discharge of the John Day River is inconsequential.

Sediments in the area east of Tongue Point consist primarily of very fine sand, silt, and clay. Organic content is fairly high in some areas, and a layer of navy grey paint in the MARAD Basin may contaminate the sediments. Based on bathymetric surveys and core studies, the average sedimentation rate in the MARAD Basin is 4-6 cm/yr (about 2 in/yr) at the present depth of 20-26 feet below MLLW.

Tidal marshes and swamps in the subarea exist primarily around the south Tongue Point peninsula. The tidal swamps form an approximately 250 foot wide band around the peninsula. They contain primarily shrub species. The tidal marshes form a fringe waterward of the swamps. This fringe extends 1,200 feet on the north side of the peninsula. Softstem bulrush (*Scirpus validus*) dominates the lowest elevation marshes while Lyngby's sedge (*Carex lyngbyei*), reed canary grass (*Phalaris arundinacea*) and cattail (*Typha angustifolia*) dominate the higher elevation marshes.

A detailed wetland inventory and delineation of the South Tongue Point area was performed by Scientific Resources, Inc. in 1990. In addition, a hydrographic survey was performed by David Evans and Associates, Inc. in 1991. This Comprehensive Plan adopts the surveyed boundaries of the aquatic areas as identified by those efforts. As a result of the new delineations and boundary survey, the extent of the known upland area at South Tongue Point has been reduced to approximately 73 acres, as opposed to previous estimations of approximately 101 acres.

Of the estuary's invertebrates types, only benthic infauna have been sampled in the area east of Tongue Point. Important fish prey items such as amphipods (*Corophium salmonis*), insect larvae (chironomids), and freshwater clams (*Corbicula manilensis*) dominate the infauna community. Infauna biomass is high compared with sandy areas of the estuary.

Fishes found to be abundant in the subarea include species tolerant of freshwater conditions and anadromous species. Two marine demersal species tolerant of freshwater, starry flounder and Pacific staghorn sculpin, utilize the subarea. Subyearling starry flounder are particularly abundant in summer. Another marine species, whitebait smelt, has been found in the subarea in winter. The most abundant freshwater species in the subarea are threespine stickleback and peamouth. White sturgeon are also abundant.

Two species that spawn in the estuary, longfin smelt and shiner perch, utilize the subarea. Longfin smelt, an anadromous species, spawns from November through March. Smelt ranging in age from yearlings through adults are found in the subarea in winter. Larval longfin smelt appear in the estuary in winter and spring and subyearlings utilize the subarea as a nursery area in fall. The subarea is

probably important to shiner perch only as a nursery area because only subyearling perch are abundant. They use the subarea primarily in summer.

In addition to longfin smelt, several other anadromous species, including American shad and the salmonids, use the subarea as a migration route and nursery area. Adult American shad migrate upriver in June and July. Most of the upstream migrants are destined for spawning areas upriver from the estuary and do not pass through the subarea. Some, however, migrate through the subarea and spawn in the John Day River. Juvenile American shad migrate down river primarily in November and December. Juvenile shad, originating from upstream spawning areas as well as from the John Day River, use the subarea as nursery area. The subarea is a nursery area for juvenile salmon. Subyearling Chinook salmon are abundant during their spring and summer migrations and remain fairly abundant through fall and winter. Yearling coho are found in greater abundance in the subarea than in other estuarine areas during their spring migration. Yearling Chinook and juvenile steelhead and cutthroat trout migrate through the subarea primarily in spring.

The subarea provides habitat for several species of resident and migratory birds. Double-crested cormorant are found in the subarea in winter while pelagic cormorant are found in spring, fall, and winter. Common merganser, a resident waterfowl species, utilize the subarea in fall and winter. Western grebe, a migratory species, winters in the subarea. The tidal flats and low marshes provide feeding areas for great blue heron year round and for shorebirds primarily in spring.

Bald eagle use of the Tongue Point area was studied intensively in 1984 and 1985. The subarea is used by a resident pair of eagles, referred to as the Mill Creek pair, and by transitory and wintering eagles. The Mill Creek pair's nesting site is located about 2,500 feet east of the subarea along Mill Creek. The nesting area is protected under Astoria's Comprehensive Plan and by State and Federal regulations. Another eagle pair nesting several miles to the east use the extreme eastern part of the Tongue Point Subarea. This pair is discussed in the John Day/Eddy Point Subarea Plan.

The home range or territory of the Mill Creek pair encompasses the entire Tongue Point subarea and portions of the adjacent subareas. Old growth conifers at the tip of Tongue Point, just south of the mouth of Mill Creek, and on the north and south tips of the south Tongue Point peninsula, are used as perch trees. The primary foraging areas for the pair include the mudflat off the mouth of Mill Creek and Taylor Sands (see Estuary Sands Subarea Plan). The Mill Creek site is used more often in winter while the Taylor Sands site is used more often during the nesting season. The pair also forage in the aquatic area around the periphery of Tongue Point and off the southern tip of the south Tongue Point peninsula.

Wintering and transient eagles use the subarea from November through August. Peak numbers occur in March. The perch trees and foraging area off the mouth of

Mill Creek are also used by these eagles. This area is used much less frequently by these eagles than perching and foraging areas east of Lois Island (see Cathlamet Bay Subarea Plan).

In and adjacent to the foraging area off the mouth of Mill Creek, the Mill Creek pair exhibit a high tolerance of motor vehicles and trains, moderate tolerance of walking humans, and a very low tolerance of boats. The pair avoids the industrial area except when flying over at high altitudes. High priority measures for protecting this pair within the subarea include complete protection of all of their perching trees along the tip of Tongue Point, south of the mouth of Mill Creek and on the north and south tips of the Tongue Point peninsula and protection of mudflats and marshes off of the mouth of Mill Creek. In addition, human activities in the vicinity of the foraging areas should be minimized during morning hours.

Aquatic and terrestrial mammals utilize the marshes and swamps of the subarea. Muskrat and nutria feed and den in the marshes and occasionally utilize the swamps. Beaver and raccoon feed and den in the swamps and deer feed in the swamps and adjacent upland.

*(CP.180.B Amended by Ordinance 91-22, dated 9-3-91)*

C. Shoreland Features.

From north to south, the shorelands of this subarea include the steep, forested slopes of Tongue Point itself, the relatively flat developed area occupied by the Coast Guard station and the former naval base, the sloped area waterward of Highway 30 between Mill Creek and the south Tongue Point peninsula, and the south Tongue Point peninsula. Almost all of the flat lands of this subarea are the result of filling former aquatic areas with dredged material.

The flat land on the north Tongue Point peninsula is mostly developed. The developed flat land forming the south Tongue Point peninsula consists of a Corps of Engineers field station and access roads. The remainder of this area consists of vegetated shorelands with some nontidal wetland. The boundaries of the nontidal wetland were surveyed by the Corps of Engineers in 1987. Tongue Point proper consists of a steeply sloping hill. The point contains basalt rock. Vegetation on Tongue Point consists of old growth coniferous forest.

Wildlife in the subarea include deer and small mammals. As discussed under Aquatic Features, bald eagles utilize the subarea. Although there are currently no active eagle nests in the subarea, a nest tree on Tongue Point was occupied in the early 1970's. The trees at the tip of Tongue Point are used for roosting.

D. Human Uses.

1. North Tongue Point Peninsula.

The peninsula is mostly undeveloped with the exception of a Coast Guard installation on the southwest corner. Tongue Point has been designated a habitat area for the bald eagle by the U.S. Fish and Wildlife Service. There is an access road circling the point between the Job Corps Center on the southeast corner and the U.S. Coast Guard installation on the southwest corner.

2. The Naval Station, Job Corps Center and Finger Pier Area.

The Federal Job Corps Center occupies the area immediately adjacent to Tongue Point Road on the west and between Tongue Point Road and the railroad tracks. East of the railroad tracks there is a large level area which was used as a naval station at one time. The north portion of this area is under Federal ownership, the south portion is owned by the State of Oregon and administered by the Division of State Lands. The finger pier area has been used for long-term storage of vessels. The aquatic area between the finger piers has been used for log storage as well. The State-owned portion of the site is presently leased to a private developer that hopes to import automobiles.

3. South Tongue Point Mediation Agreement Area.

Constructed out of dredged material, this area is enclosed by water on three sides and by railroad tracks on the south. It is almost undeveloped with the exception of a U.S. Army Corps of Engineers installation. The lower areas have a high water table and contain wetland vegetation. South Tongue Point has been proposed for development of a U.S. Naval base.

E. Issues.

The Tongue Point subarea contains one of the most difficult conflicts between natural resource values and development potential in the Columbia River Estuary. The subarea receives extensive use by bald eagles. The aquatic area is productive for several fish species, including shad, Chinook salmon, and starry flounder. The area around south Tongue Point contains tidal marsh and wetland habitat.

There have been a number of proposals for water-dependent uses at Tongue Point. A mediation agreement was reached by representatives from State and Federal resource agencies and local jurisdictions in 1981. The Agreement designated use zones and development requirements for Tongue Point. It provides for the potential development of water-dependent uses in the finger pier area by designating the aquatic area between the finger piers, for the access channel, and for a turning basin. A determination of dredged material disposal sites for excavation of the access channel and turning basin and mitigation sites for filling of the aquatic area was not made. Major issues involved in proposals for water-

dependent uses at Tongue Point include the dredging of access channels, disposal of the dredged material, the filling of wetlands in and around Tongue Point, protection of intertidal habitat, the impact of access road construction on residences, and protection of bald eagle habitat. An access channel to North Tongue Point was dredged in 1989, related to development of a automobile import facility.

The development potential of the area around the finger piers is high. The shoreland immediately adjacent to the finger piers would provide a backup area for water-dependent development. The area has good access to Oregon Highway 30 and the Burlington Northern railroad tracks. The 1981 Mediation Panel Agreement permits filling of the area between the piers and construction of access channels from the navigation channel to the finger piers. The Agreement also provides for an access channel on the east side of South Tongue Point, and construction of a turning basin. CREST prepared a 1991 update of its 1981 "Lower Columbia River Assessment of Oregon Deep Draft Sites", the 1991 "US 30 Multi-Modal Study", Lower Columbia River Corridor, and numerous other sites. The updated CREST "Economic Evaluation" concludes that the Tongue Point sites are most suited for forest products processing facilities, marine terminal development, commercial fishing and seafood processing, and off-shore mineral support facility development. It states that a coal trans-shipment facility is no longer a likely use of the Tongue Point sites, and that in evaluating other water-dependent uses at Tongue Point, the Mediation Panel Agreement should be interpreted as setting the outer limits on water-dependent development and adverse impacts on estuarine resources.

There are some physical and natural resource constraints to development at Tongue Point. There are steep slopes in much of the area and evidence of slumping at one site, a factor which may affect access road construction. Extensive wetland areas exist south of the finger piers. In addition, an earthquake fault, possibly no longer active, crosses the area in a northeast/southwest alignment just south of the finger piers.

The Federal General Services Administration has considered the possibility of trading ownership of the Tongue Point south peninsula to the State of Oregon in exchange for State ownerships on several estuary islands. The General Services Administration would then transfer its interest in the estuary islands to the U.S. Fish and Wildlife Service. The Oregon Division of State Lands would assume ownership of the Tongue Point south peninsula in addition to existing State ownership in the finger pier area. In addition, Clatsop County would quitclaim its interest in the estuary islands to the U. S. Fish and Wildlife Services. This transaction had not taken place as of 1989. A proposal for development of a Naval Base at South Tongue Point is associated with the land exchange.

Consistent with the most recent economic and resource information available, it appears that development of a single large bulk trans-shipment facility at North and South Tongue Point is not a likely development. This comprehensive Plan retains

the designations and policies of the Mediation Panel Agreement as they relate to North Tongue Point, but amends the MPA pertaining to South Tongue Point to delete the two “mutually exclusive” development options. Instead, this Comprehensive Plan permits development of South Tongue Point by multiple small to medium scale water-dependent uses and to a limited extent, development of non-water-dependent uses.

The majority of shorelands at South Tongue Point, i.e. approximately 45 acres, are designed for Water-Dependent Development. The remainder 21 acres is designated General Development, because portions of the peninsula do not have the characteristics which make them especially suitable for water-dependent development according to CP.145, CP.185.O, and the Purpose Statements of the S-1 and S-2 Zones (Development Code Sections 2.650 and 2.675). Final location of zoning boundaries will be determined based on final design of access improvements.

The northern tip of the peninsula is designated General Development because it does not have deep water close to shore, and is adjacent to the most extensive natural habitat area around Tongue Point. Alterations to the estuary required for high-intensity water-dependent uses for berthing and cargo handling in this area, would conflict with protection of the Natural Aquatic area between North and South Tongue Point. The western portion of the peninsula is designated General Development because it does not have direct water access.

According to the Department of Land Conservation and Development, new exceptions to the Statewide Estuarine Resources Goal, Goal 16, must be taken in order to justify a Development Aquatic designation or specific uses not normally permitted in Natural or Conservation Aquatic areas, if these uses and/or designations are needed for development other than a single large cargo trans-shipment facility. The new exceptions and their justification are identified in subsection H below. These replacement exceptions documentation of CP.180(8) of the 1981 Astoria Comprehensive Plan.

*(Section CP.180.E Amended by Ordinance 91-22 , dated 9-3-91)*

**F. Aquatic and Shoreland Designations.**

1. The following aquatic areas are designated Development (A-1):

- a. The aquatic area between the shoreline of the old naval station and the waterward end of the finger piers.
- b. A channel 500 feet in width from the main navigation channel to the finger piers and out 700 feet from the end of the finger piers.

- c. A turning basin 1,000 feet in radius lying immediately waterward of the end of the southerly four finger piers.
- d. The aquatic area within the Coast Guard base.
- e. Tidal flats, marshes, and wetlands on the east side of South Tongue Point lying between a line approximately 700 feet north of the Corps of Engineers dock and a line 100 feet south of the southerly line of T8N, R9W, Section 12, and extending eastward to the subtidal conservation Aquatic Area.

*(Section CP.180.F.1.e Amended by Ordinance 91-22 , dated 9-3-91)*

2. The following aquatic areas are designated Natural (A-4):

- a. The subtidal and intertidal areas between the southern most finger pier and the South Tongue Point Peninsula.
- b. Intertidal areas at the north end and south end of the South Tongue Point peninsula, with the exception of the intertidal area on the east side designated Development Aquatic.

*(Section CP.180.F.2.b Added by Ordinance 91-22 , dated 9-3-91)*

3. The following aquatic areas are designated Conservation (A-3):

- a. The aquatic area between the shoreline of the North Tongue Point peninsula, the navigation channel to the north, and the access channel to the east.
- b. Subtidal areas to the east of South Tongue Point.

*(Section CP.180.F.3.b Added by Ordinance 91-22, dated 9-3-91)*

4. The following shoreland areas are designated Water-Dependent Development (S-1):

- a. The US Coast Guard base.
- b. The shorelands between Mill Creek and the Job Corps Center.
- c. The South Tongue Point peninsula shorelands, except for those portions designated General Development

*(Section CP.180.F.4.c Amended by Ordinance 91-22, dated 9-3-91)*

5. The following shoreland area is designated Development (S-2):

- a. The Federal Job Corps Center.
- b. Portions of South Tongue Point.

*(Section CP.180.F.5.b Added by Ordinance 91-22, dated 9-3-91)*

6. The following shoreland area is designated Rural:

- a. The potentially unstable slope area waterward of Oregon Highway 30 between Mill Creek and the entrance to South Tongue Point, outside of the Astoria City limits.

7. The following shorelands are designated Natural (S-5):

- a. The Tongue Point peninsula north of the Job Corps Center, with the exception of the Coast Guard Base.

8. The regulatory shoreland boundary is 50 feet from the Columbia River Estuary shoreland except where it extends farther inland to include the following features:

- a. The Tongue Point peninsula, because of its significant shoreland habitat.
- b. Bald eagle roosting trees in the Mill Creek area and south of Mill Creek to the South Tongue Point peninsula (waterward of Highway 30)
- c. The steeply sloping potentially unstable area waterward of Oregon Highway 30 between Mill Creek and the entrance to the South Tongue Point peninsula.
- d. Water-Dependent Development sites at the South Tongue Point peninsula; a designated dredged material disposal site (AsS-18.7); the upland area between the railroad right-of-way and the finger piers north of Mill Creek.

G. Exceptions.

Six Goal 16 exceptions were taken by the City for the South Tongue Point Subarea. The exceptions are for:

- 1. A pile-supported access structure in the Natural Aquatic area between North and South Tongue Point.

2. A shoreline (fill) access structure between North and South Tongue Point.
3. Spur railroad trestle access to South Tongue Point across a Natural Aquatic area.
4. Development Aquatic designation of about six (6) acres of emergent marsh at South Tongue Point.
5. Development Aquatic designation of about four (4) acres of scrub/shrub wetland at South Tongue Point.
6. Construction of T-docks across Natural Aquatic areas at South Tongue Point.

The text of those exceptions is in the background document “Astoria Comprehensive Plan: Exceptions to Statewide Planning Goals”, and incorporated here by reference.

*(Section CP.180.G added by Ordinance 91-18 dated 7-1-91)*

#### **H. Subarea Policies - General.**

1. Development proposals for the area between the railroad right-of-way and Oregon Highway 30 south of Mill Creek shall demonstrate through such measures as a soils engineering analysis that surface alteration will not result in slope failure.
2. The USFWS and the ODFW shall be contacted prior to any development to assess the potential for impacts on bald eagle habitat.
3. The design and construction of new access roads to the finger pier area shall take into account potential impacts on residences and slope stability.
4. These Comprehensive Plan Sub-Area Policies implement and amend the 1981 Mediation Panel Agreement as it relates to South Tongue Point. Compliance with the specific policies of the Mediation Panel Agreement as they relate to South Tongue Point are no longer required.

*(Section CP.180.H.1 to 4 Amended by Ordinance 91-22 dated 9-3-91)*

*(Section CP.180.H.5 to 17 Renumbered by Ordinance 10-07, dated 7-19-10)*

#### **I. Mediation Panel Agreement Subarea Policies - North Tongue Point.**

1. The Maximum extent of fill in aquatic areas at North Tongue Point shall be: from the present shoreline eastward to the end of the existing piers;

from the south side of the southernmost finger pier to the northern line of State ownership (halfway between the 5th and 6th finger piers from the south). Fill shall be allowed only for water-dependent uses.

2. A navigation channel 500 feet wide and 40 feet deep (with over-dredging for compatibility with main channel) is allowed to provide access from the Columbia River to North Tongue Point. The width of the access channel may be extended 200 feet (creating a 700 foot wide channel) if necessary to allow movement around vessels docked at North Tongue Point.
3. If the main Columbia River navigation channel is deepened, the access channel into North Tongue Point may be deepened to the same depth.
4. Construction and maintenance of a 1,500 foot wide, 25 foot deep (MLLW) turning basin is allowed. The basin shall be designed to protect productive intertidal and nearshore subtidal areas in the Tongue Point area. The turning basin may extend southward into the MARAD Basin but not south of the existing Corps of Engineers dock at South Tongue Point.
5. The location and dimensions of the access channel and the turning basin shall be determined through engineering studies as a part of the permit application process.
6. Spur railroad trestle access to North Tongue Point from the main line across adjacent wetland areas is allowed. This rail access corridor may also contain piling supported conveyor or vehicle access facilities for movement of commodities or cargo between South Tongue Point and North Tongue Point (pursuant to the exception to Oregon Statewide Planning Goal 16 adopted by Clatsop County and Astoria).
7. Dredged material disposal sites needed for fill development of North Tongue Point must be identified and agreed upon in preapplication consultation with resource agencies or in the permit process.

**J. Subarea Policies - South Tongue Point.**

1. Within the area designated Development Aquatic, all uses permitted under the A-1 and A-2 Zoning Designations are authorized by the exceptions to Oregon Statewide Planning Goal 16, Estuarine Resources, except for dredging, fill, shoreline stabilization, flow lane disposal of dredged material, and treated wastewater disposal.
2. Fill of three areas of forested wetlands extending into the upland area is authorized by the exception to Goal 16. Subsequent to being filled, these areas will be redesignated as Water-Dependent Development Shorelands (S-1).

3. Fill and construction of a road connecting North and South Tongue Point to the east of the Burlington Northern Railroad tracks is authorized by the exception to Goal 16.
4. All uses and activities permitted under the S-1 Zoning Designation are permitted in the area so designated at South Tongue Point, subject to the appropriate standards in the Zoning Ordinance.
5. All uses and activities permitted under the A-1 and S-2 Zoning Designation are permitted in the area so designated at South Tongue Point, subject to the appropriate standards in the Zoning Ordinance, with the exception of certain uses specified in the relevant Zoning Ordinance text.
6. A navigational access channel, not to exceed 300 feet in width and 25 feet in depth at Mean Lower Low Water, and a turning basin, not to exceed 500 feet in width and 25 feet in depth at Mean Lower Low Water, are approved to the east of South Tongue Point. Dredging of this channel and turning basin to maintain the approved depth not to exceed -25 feet MLLW is permitted as a minor navigational improvement in the Conservation Aquatic management unit designation.

*(Section CP.180.H renumbered by Ordinance 91-18, dated 7-1-91)*

*(Section CP.180.H, South Tongue Point Amended by Ordinance 91-22 dated 9-3-91)*

*(Section CP.180.H renumbered by Ordinance 10-07, dated 7-19-10)*

*(CP.180 Amended by Ordinance 90-33, dated 9-17-90)*

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CP.185. REGIONAL ESTUARY AND SHORELAND POLICIES

For the purpose of this Subsection the following definitions shall apply:

Deep Water: Water deeper than -22 feet MLLW.

*(Section CP.185 definition added by Ordinance 91-22 dated 9-3-91)*

A. Deep Water Navigation, Port and Industrial Development.

Policies in this subsection apply to port and industrial development occurring in and over Columbia River Estuary waters, and on adjacent shorelands. This section also applies to navigation projects related to deep draft maritime activities, such as channel, anchorage and turning basin development or expansion.

1. Shorelands with adjacent deepwater access, adequate rail or road access, and sufficient backup land shall be reserved for water-dependent recreational, commercial, industrial, or port development.
2. Federally designated channels, anchorages and turning basins, including necessary side slopes, shall be in Development Aquatic designations.
3. Development, improvement and expansion of existing port sites is preferred prior to designation of new port sites.
4. Aides to navigation, including range markers, buoys, channel markers and beacons, shall be protected from development impacts that would render them ineffective. This policy does not preclude development subject to U.S. Coast Guard approved reorientation or relocation of navigation aides.
5. Evaluation of proposals involving treated or untreated wastewater discharge into the estuary will rely on the point source water pollution control programs administered by the Oregon Department of Environmental Quality and the Washington Department of Ecology.
6. A few sites in Astoria and throughout the Columbia River Estuary are suitable for development and expansion of marine terminal facilities. The City will periodically consider amending its Comprehensive Plan as needed to provide sufficient sites for needed port development. The City will rely on information in periodic updates of the Columbia River Estuary Regional Management Plan pertaining to port development in the estuary.

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B. Diking.

Policies in this subsection apply to the construction, maintenance and repair of flood control dikes in Columbia River Estuary shoreland and aquatic areas. These policies do not apply to dredged material containment dikes.

1. Dike breaching or removal may be permitted as part of a restoration or mitigation project subject to the applicable Mitigation and Restoration Policies.
2. New dike alignment or configuration shall not cause an increase in erosion or shoaling in adjacent areas, or an appreciable increase in seasonal water levels behind dikes. Waterway channelization shall be avoided.
3. New dikes shall be placed on shorelands rather than in aquatic areas unless part of an approved fill project, as a temporary flood protection measure, or subject to an exception to the Statewide Planning Goal 16.
4. The effects of limited intertidal dredging along fringing marshes for the purposes of dike maintenance are not fully understood. A small pilot project to determine these impacts should be undertaken.

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C. Dredging and Dredged Material Disposal.

Policies in this subsection are applicable to all estuarine dredging operations and to both estuarine shoreland and aquatic dredged material disposal in the Columbia River Estuary.

1. New and maintenance dredging shall be allowed only:
  - a. If required for navigation or other water-dependent uses that require an estuarine location or if specifically allowed by the applicable designation unit requirements; and
  - b. If a need (i.e., a substantial public benefit) is demonstrated; and
  - c. If the use or alteration does not unreasonably interfere with public trust rights; and
  - d. If no feasible alternative upland locations exist; and
  - e. If adverse impacts are minimized.
2. Dredging and dredged material disposal shall not disturb more than the minimum area necessary for the project and shall be conducted and timed so as to minimize impacts on wetlands and other estuarine resources. Loss

or disruption of fish and wildlife habitat and damage to essential properties of the estuarine resource shall be minimized by careful location, design, and construction of:

- a. Facilities requiring dredging; and
- b. Sites designated to receive dredged material; and
- c. Dredging operation staging areas and equipment marshalling yards.

Dredged materials shall not be placed in intertidal or tidal marsh habitats or in other areas that local, State, or Federal regulatory agencies determine to be unsuitable for dredged material disposal. Exceptions to the requirement concerning disposal in an intertidal or tidal marsh area include use of dredged material as a fill associated with an approved fill project or placement of dredged materials in the sandy intertidal area of a designated beach nourishment site. Land disposal shall enhance or be compatible with the final use of the site area.

3. The effects of both initial and subsequent maintenance dredging, as well as dredging equipment marshalling and staging, shall be considered prior to approval of new projects or expansion of existing projects. Projects shall not be approved unless disposal sites with adequate capacity to meet initial excavation dredging and at least five (5) years of expected maintenance dredging requirements are available.
4. Dredging subtidal areas to obtain fill material for dike maintenance may be allowed subject to applicable standards. Some dikes in the estuary are not accessible by barge-mounted dredges or land-based equipment. Dredging intertidal areas to obtain fill material may be the only option for maintaining these dikes. Approval of intertidal dredging will require an exception to Statewide Planning Goal 16.
5. Where a dredged material disposal site is vegetated, disposal should occur on the smallest land area consistent with sound disposal methods (e.g., providing for adequate dewatering of dredged sediments, and avoiding degradation of receiving waters). Clearing of land should occur in stages and only as needed. It may, however, be desirable to clear and fill an entire site at one time, if the site will be used for development immediately after dredged material disposal. Reuse of existing disposal sites is preferred to the creation of new sites provided that the dikes surrounding the site are adequate or can be made adequate to contain the dredged materials.

*(CP.185.C.6 to 11 Renumbered by Ordinance10-07, dated 7-19-10)*

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**D. Dredged Material Disposal Site Selection And Site Reservation Policies.**

1. When identifying land dredged material disposal sites, emphasis shall be placed on sites where (not in priority order):
  - a. The local designation is Development provided that the disposal does not preclude future development at the site;
  - b. The potential for the site's final use will benefit from deposition of dredged materials;
  - c. Material may be stockpiled for future use;
  - d. Dredged spoils containing organic, chemical, and/or other potentially toxic or polluted materials will be properly contained, presenting minimal health and environmental hazards due to leaching or other redistribution of contaminated materials;
  - e. Placement of dredged material will help restore degraded habitat; or where
  - f. Wetlands would not be impacted.

Important fish and wildlife habitat, or areas with scenic, recreational, archaeological, or historical values that would not benefit from dredged material disposal and sites where the present intensity or type of use is inconsistent with dredged material disposal shall be avoided. The use of agricultural or forest lands for dredged material disposal shall occur only when the project sponsor can demonstrate that the soils can be restored to agricultural or forest productivity after disposal use is completed. In cases where this demonstration cannot be made, an exception to the Oregon Statewide Planning Goal 3 or 4 must be approved prior to the use of the site for dredged material disposal. The use of shoreland water-dependent development sites for dredged material disposal shall occur only when the project sponsor can demonstrate that the dredged material placed on the site will be compatible with current and future water-dependent development. Dredged material disposal shall not occur in major marshes, significant wildlife habitat and exceptional aesthetic resources designated under Oregon Statewide Planning Goal 17. Engineering factors to be considered in site selection shall include: size and capacity of the site; dredging method; composition of the dredged materials; distance from dredging operation; control of drainage from the site; elevation; and the costs of site acquisition, preparation and revegetation.

2. Estuarine in-water disposal sites shall be in Development Aquatic designated areas identified as low in benthic productivity, unless the disposal is to provide fill material for an approved fill project, and where disposal at the site will not have significant adverse hydraulic effects. Estuarine in-water disposal sites shall only be designated and used when it is demonstrated that no feasible land or ocean disposal sites with less damaging environmental impacts can be identified and biological and physical impacts are minimal. An in-water disposal site shall not be used if sufficient sediment type and benthic data are not available to characterize the site.
3. Flow lane disposal sites shall only be allowed in Development designated areas within or adjacent to a channel. The Development designated area adjacent to the channel shall be defined by a line 600 feet from either side of the channel or the 20 foot bathymetric contour, whichever is closer to the channel. Flow lane disposal within this area shall only be allowed where:
  - a. Sediments can reasonably be expected to be transported downstream without excessive shoaling,
  - b. Interference with recreational and commercial fishing operations, including snag removal from gillnet drifts, will be minimal or can be minimized by applying specific restrictions on timing or disposal techniques,
  - c. Adverse hydraulic effects will be minimal,
  - d. Adverse effects on estuarine resources will be minimal, and
  - e. The disposal site depth is between 20 and 65 feet below MLLW.
4. Beach nourishment sites shall only be designated on sandy beaches currently experiencing active erosion. Dredged material disposal at beach nourishment sites shall only be used to offset the erosion and not to create new beach or land areas. Beach nourishment sites shall not be designated in areas where placement or subsequent erosion of the dredged materials would adversely impact tidal marshes or productive intertidal or shallow subtidal areas. Designation of new beach nourishment sites shall require an exception to Statewide Planning Goal 16.
5. Dredged material disposal sites with adequate capacity to accommodate anticipated dredging needs for at least a five year period shall be identified and designated. Additional sites may also be designated. All dredged material disposal sites shall receive a Priority I or II designation with respect to its suitability and importance for meeting five year dredging needs.

a. Priority 1 Dredged Material Disposal Sites:

Sites which are essential for meeting anticipated five year disposal needs shall receive a Priority 1 designation. Priority 1 shoreland sites shall be protected from incompatible and preemptive uses to ensure adequate sites will remain available to accommodate five year disposal needs. Incompatible and preemptive uses include:

- 1) Uses requiring substantial structural or capital improvements (e.g., construction of permanent buildings, water and sewer service connections);
- 2) Uses that require alteration of the topography of the site, thereby affecting the drainage of the area or reducing the potential useable volume of the dredged material disposal site (e.g., extensive site grading or excavation, elevation by placement of fill materials other than dredged spoils);
- 3) Uses that include changes made to the site that would prevent expeditious use of the site for dredged material disposal. Such uses would delay deposition of dredged material on the site beyond the period of time commonly required to obtain the necessary Federal, State and local dredging and dredged material disposal permits (approximately 90 days);
- 4) Note: Examples of non-preemptive or compatible uses of shoreland dredged material disposal sites are: unimproved parking lots, equipment storage yards, materials marshalling yards, log storage and sorting yards, and undeveloped recreation areas, campgrounds or recreational vehicle parking areas.

Incompatible or preemptive uses shall not be allowed at shoreland Priority 1 dredged material disposal sites unless the site is removed by plan amendment upon demonstration that either:

- a) The site has been filled to capacity and is available for other uses, or
- b) The site is, in fact, not required to accommodate anticipated five year disposal needs, or
- c) A new Priority 1 site has been designated to replace the site being removed.

b. Priority II Dredged Material Disposal Sites:

Dredged material disposal sites which are not required for anticipated five year disposal needs but which may be required to meet long-range needs shall be given a Priority II designation. The importance of these sites, as compared with Priority I sites, does not justify efforts to reserve all or portions of each site from possible preemptive uses.

A 30 day freeze shall be placed on preemptive development requests (as defined in Section CP.185.D.5.a, above), for the purpose of allowing affected government agencies or private interests to negotiate for the use of the property as a disposal site. Individual jurisdictions may choose to run this freeze concurrently or in addition to the normal permit process. If there is no expressed interest in use of the site for dredged material disposal during the freeze period, the development request shall be reviewed under normal procedures. If the request is approved, the entire site or affected portions of the site shall be removed from the dredged material disposal plan by plan amendment.

6. In order to ensure the adequacy of identified dredged material disposal site capacities for anticipated five year disposal requirements, an analysis of the dredge material disposal site inventory shall be completed every five years. The analysis shall include:

- a. A determination of the Priority 1 sites utilized for dredged material disposal and the volume received by each site during the preceding period, noting also the project source of the dredged material and the interval separating the most recent from the next anticipated dredging event.
- b. A determination of the number and usable volume of Priority 1 sites remaining in the inventory, and the relationship between these sites and present or expected navigation-related dredging or water-dependent development projects in the following five year period, and the number and useable volume of Priority II sites identified in the inventory.
- c. An identification of the Priority II or other additional sites to be added to the Priority 1 inventory.
- d. An analysis of the adequacy of the dredged material site inventory shall include notification of an communication of updated inventory information to affected property owners and local, State and Federal governmental agencies. Of particular importance is the addition, deletion, or change in priority of dredged material disposal sites.

- e. Each jurisdiction shall cooperate with other jurisdictions on the Columbia River Estuary in monitoring of dredged material site availability and in dredged material disposal plan update.

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#### E. Estuarine Construction Policies.

Policies in this subsection apply to over-water and in-water structures such as docks, bulkheads, moorages, boat ramps, boat houses, jetties, pile dikes, breakwaters and other structures involving installation of piling or placement of riprap in Columbia River Estuary aquatic areas, and to excavation of shorelands for creation of new water surface area. This section does not apply to structures located entirely on shorelands or uplands, but does apply to structures, such as boat ramps, that are in both aquatic and shoreland designations.

1. Proper riparian vegetation management is the preferred method of shoreline stabilization, followed by planting of new vegetation, installation of riprap and installation of a bulkhead.
2. Navigational structures, such as breakwaters, jetties, groins, and pile dikes are major estuary alterations with long term biological and physical effects. Proposals for new or enlarged navigational structures, or for removal of existing structures, must demonstrate that expected benefits outweigh potential adverse impacts on estuarine productivity.
3. New non-water-dependent uses in aquatic areas or in shoreland areas zoned Marine Industrial Shorelands shall not preclude or pose any significant conflicts with existing, proposed or probable future water-dependent uses on the site or in the vicinity.
4. Piling or dolphin installation, structural shoreline stabilization, and other structures not involving dredge or fill, but which could alter the estuary may be allowed only if all of the following criteria are met:
  - a. A substantial public benefit is demonstrated; and
  - b. The proposed use does not unreasonably interfere with public trust rights; and
  - c. Feasible alternative upland locations do not exist; and
  - d. Potential adverse impacts, as identified in the impact assessment, are minimized.

5. Individual single purpose docks and piers are discouraged in favor of community moorage facilities common to several uses and interests. The size and shape of a dock or pier shall be limited to that required for the intended use. Alternatives to docks and piers, such as mooring buoys, storage on the land, and launching ramps shall be investigated and considered.

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**F. Fill Policies.**

This subsection applies to the placement of fill material in the tidal wetlands and waters of the Columbia River Estuary.

1. New non-water-dependent uses in aquatic areas and in areas zoned Marine Industrial Shorelands shall not preclude or pose any significant conflicts with existing, proposed or probable future water-dependent uses on the site or in the vicinity.
2. Reduction of surface area or volume of aquatic areas and significant nontidal wetlands in shoreland areas shall be minimized in the location and design of facilities requiring fill.
3. Construction on piling is preferred over construction on fill.
4. Mitigation may be required for fills (see Mitigation and Restoration Policies).
5. Fill in estuarine aquatic areas may be permitted only if all of the following criteria are met:
  - a. If required for navigation or for other water-dependent uses requiring an estuarine location, or if specifically allowed under the applicable aquatic designation; and
  - b. A substantial public benefit is demonstrated; and
  - c. The proposed fill does not unreasonably interfere with public trust rights; and
  - d. Feasible upland alternative locations do not exist; and
  - e. Adverse impacts, as identified in the impact assessment, are minimized.

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**G. Fish and Wildlife Habitat Policies.**

This subsection applies to uses and activities with potential adverse impacts on fish or wildlife habitat, both in Columbia River estuarine aquatic areas and in estuarine shorelands.

1. Endangered or threatened species habitat shall be protected from incompatible development.
2. Measures shall be taken protecting nesting, roosting, feeding and resting areas used by either resident or migratory bird populations.
3. Major nontidal marshes, significant wildlife habitat, coastal headlands, and exceptional aesthetic resources within the Estuary Shorelands Boundary shall be protected. New uses in these areas shall be consistent with the protection of natural values, and may include propagation and selective harvest of forest products, grazing, harvesting, wild crops, and low intensity water-dependent recreation.

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**H. Fisheries and Aquaculture Policies.**

Policies in this subsection apply to all projects that could conceivably affect fisheries (either commercial or recreational) or aquaculture in the Columbia River Estuary. This subsection is also applicable to the development of aquaculture facilities and to fisheries enhancement projects.

1. Traditional fishing areas shall be protected when dredging, filling, pile driving or when other potentially disruptive in-water activities occur.
2. Sufficient space for present and anticipated needs shall be reserved for the following uses:
  - Fishing vessel moorage;
  - Seafood receiving and processing;
  - Boat repair;
  - Gear storage;
  - Ice making;
  - Cold storage;
  - Other seafood industry support facilities.
3. Increased hatchery production and other fish enhancement efforts shall be supported where feasible, and when consistent with other applicable plan provisions.

4. Aquaculture facility location, design and operation shall minimize adverse impacts on estuarine and shoreland habitat, navigation channels, water quality, and public access points.
5. Existing aquaculture and hatchery facilities and areas identified as having significant aquaculture potential shall be protected from conflicting uses.
6. Aquaculture and hatchery structures shall not interfere with commercial or recreational navigation.
7. A number of sites in Astoria and throughout the Columbia River Estuary are suitable for development or expansion of facilities for the commercial seafood industry. These include moorage, fuel, ice, fish receiving and processing, gear storage, marine hardware sales and repair, boat building and repair, and related facilities. The City will periodically consider amending its Comprehensive Plan as needed to provide sufficient sites for these facilities. The City will rely on information in periodic updates of the Columbia River Estuary Regional Management Plan pertaining to fisheries-related development in the estuary.

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I. Land Transportation System Policies.

Policies in this subsection are applicable to the maintenance and construction of railroads, roads and bridges in Columbia River estuary shoreland and aquatic areas. Public, as well as private facilities are covered under this subsection. Forest roads, however, are excluded.

1. New non-water-dependent uses in aquatic areas or in Marine Industrial Shorelands shall not preclude or pose any significant conflicts with existing, proposed or probable future water-dependent uses on the site or in the vicinity.
2. Land transportation systems shall be maintained and improved to support existing urban areas, allow industrial site development and support rural and recreational uses.
3. New land transportation routes shall not be located in aquatic areas or in significant nontidal wetlands in shoreland areas except where bridges are needed, and where no feasible alternative route exists.
4. New land transportation routes shall be located so as not to reduce or downgrade the potential for development of Marine Industrial Shorelands or Development Aquatic areas.

5. When feasible, new public roads in scenic areas shall provide rest areas, viewpoints and facilities for safe bicycle and pedestrian travel.
6. Construction of new land transportation facilities and maintenance of existing land transportation facilities shall be undertaken in a manner that minimizes expected impacts on aquatic and shoreland estuarine resources.

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**J. Log Storage Policies.**

This subsection establishes policies for the development of new, and the expansion of existing, log storage and sorting areas in Columbia River Estuary aquatic and shoreland areas.

1. New or expanded aquatic area log storage facilities shall be designed and located so as to minimize potential adverse impacts on aquatic habitat.

**K. Mining and Mineral Extraction Policies.**

Policies in this subsection are applicable to the extraction of sand, gravel, petroleum products and other minerals from both submerged lands under aquatic areas and from shoreland areas in the Columbia River Estuary. These policies and standards are also applicable to outer continental shelf mineral development support facilities built in the estuary.

1. Proposals for aquatic and shoreland area mining may be approved subject to protection of adjacent property and fishery resources from potential adverse impacts, including sedimentation and siltation.
2. Mining operations in aquatic and shoreland areas shall use technology and practices which minimize potential damage to estuarine resources.
3. Mineral extraction or gravel or sand dredging from the estuary may be permitted only when these resources are not otherwise available at an economically feasible upland location.
4. Aquatic area mining or mineral extraction projects may be approved only for the least biologically sensitive areas.
5. Mining and mineral extraction activities shall not be approved in areas of major marshes, significant fish and wildlife habitat, or exceptional aesthetic resources.

6. Wastewater associated with mining shall be handled in a manner that preserves water quality.
7. The surface mining regulations administered by the Oregon Department of Geology and Mineral Industries shall be relied upon with respect to surface mining practices.
8. A number of sites in Astoria and elsewhere in the Columbia River Estuary are suitable for development of off-shore oil and gas support facilities. The City will consider adopting amendments to its Comprehensive Plan as needed to provide sufficient sites for this industry. The City will rely on information in periodic updates of the Columbia River Estuary Management Plan pertaining to off-shore oil, gas and mineral development.

L. Mitigation and Restoration Policies.

Policies in this section are applicable to estuarine restoration and mitigation projects on Columbia River Estuary aquatic areas and shorelands. Policies in Subsection 1 are primarily applicable to estuarine mitigation projects. Policies in Subsection 2 address mitigation banks. Policies in Subsection 3 address restoration. Policies in Subsection 4 address long-term planning issues.

1. Estuarine Mitigation Projects.

- a. Any fill activities that are permitted in the Columbia River Estuary aquatic areas or dredging activities in intertidal and shallow to medium depth subtidal areas shall be mitigated through project design and/or compensatory mitigation (creation, restoration or enhancement) to ensure that the integrity of the estuary ecosystem is maintained. The Comprehensive Plan shall designate and protect specific sites for mitigation which generally correspond to the types and quantity of aquatic area proposed for dredging or filling.
- b. Mitigation for fill in estuarine aquatic areas or dredging in intertidal and shallow to medium depth subtidal areas of the Columbia River Estuary planning area shall be implemented through the following sequence of mitigation actions:

1) Project Design Mitigation Actions

- a) Avoiding the impact altogether by not taking a certain action or parts of an action;

b) Minimizing impacts by limiting the degree or magnitude of action and its implementation;

c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment (e.g., removing wetland fills, rehabilitation of a resource use and/or extraction site when its economic life is terminated);

d) Reducing or eliminating the impact over time by preservation and maintenance operations;

2) Compensatory Mitigation Actions

a) Creation, restoration, or enhancement of an estuarine area to maintain the functional characteristics and processes of the estuary, such as its natural biological productivity, habitats, and species diversity, unique features and water quality.

Any combination of the above actions may be required to implement mitigation requirements. The compensatory mitigation actions listed in Section CP.185.L.1.b.2a shall only be implemented after impact avoidance, reduction and rectification techniques have been considered, and there are still unavoidable adverse impacts.

c. The full array of wetland and aquatic area values shall be addressed when making mitigation site decisions and when designing mitigation action requirements. The list includes but is not limited to: fish and wildlife habitat, flood storage and desynchronization, food chain support, passive recreation, shoreline anchoring and water purification functions.

d. All mitigation actions shall begin prior to or concurrent with the associated development action.

e. Developments in low-value diked freshwater nontidal wetlands can be mitigated by treating estuarine restorations or creations as in-kind mitigation actions. The final decision on the relative value of diked freshwater nontidal wetland shall be made through a cooperative effort between Astoria and State and Federal regulatory agencies. Values considered shall include but are not restricted to fish and wildlife habitat, flood storage and desynchronization, food chain support, passive recreation, shoreline anchoring and water purification functions.

f. If any of the compensatory mitigation actions are required, Astoria shall request that the U.S. Fish and Wildlife Service make a Resource Category determination for the site proposed for development. The classification shall be listed on the permit application and review notice. If the area subject to impact is in a Resource Category 2 or lower (4 = lowest), the following sequence of mitigation options shall be considered:

1) In Kind/On Site

2) In Kind/Off Site

3) Out of Kind/On Site

4) Out of Kind/Off Site

g. If out of kind mitigation is found to be the only option, the applicant shall first seek restoration of historically and/or presently scarce habitat types.

h. All completed mitigation sites shall be adequately buffered from development and other activities to minimize the potential adverse impacts on the mitigation site. Buffer requirements shall be determined through a cooperative effort between Astoria and State and Federal regulatory agencies.

i. No mitigation action shall endanger or obstruct adjacent properties. The potential for present or future endangerment or obstruction shall be determined in advance of the mitigation action. Responsibility for rectifying potential damage to adjacent property shall be determined prior to permit approval.

j. Astoria will cooperate with CREST and State and Federal resource agencies in the periodic review of the region's mitigation plan. Reviews shall occur every 4-7 years. The review shall include reexamination of site availability, degree of plan implementation, changed policies and legal requirements and possible new projects that may require mitigation.

k. Additional mitigation sites shall be designated by local jurisdictions as the need arises. New designations shall be coordinated with CREST, Astoria, State and Federal resource agencies. New sites shall be subject to the same policies and standards as sites presently designated.

- l. All designated mitigation sites shall be protected and shall facilitate mitigation actions through appropriate zoning ordinance measures. For any new site not designated in the plan, but included or partially included in the shoreland base or overlay zone, mitigation shall be implemented through the shoreland base or overlay zone. If the new site is only partially included in the shoreland base or overlay zone, the portion of the site outside the shoreland base or overlay zone shall be treated as though it is inside the zone.
- m. Estuarine alterations in Washington can be mitigated by actions in Oregon and vice versa if local and State authorities from both States and Federal authorities with statutory responsibility for administering mitigation requirements approve the mitigation site selected and the mitigation action proposed.
- n. Shorelands in a Marine Industrial Shorelands Zone can only be used for mitigation subject to a finding that the use of the site for mitigation will not preclude or conflict with water-dependent uses.
- o. Full consideration shall be given to existing significant Goal 17 resources when designing a mitigation project that may potentially alter, impair or destroy all or any portion of these resources. The minimum consideration will be to discount value from the credit potential of the mitigation action proportional to the existing value of the Goal 17 resource. Significant Goal 17 resource areas (major marshes, significant wildlife habitat and exceptional aesthetic resources) can only be used for mitigation subject to a finding that the use of the site for mitigation will be consistent with the protection of natural values.
- p. Any acquisition strategy for bringing designated mitigation sites (pre or post-mitigation action) into public ownership or into ownership of a private nonprofit land trust organization is encouraged.
- q. All mitigation sites designated on public lands shall remain in public ownership.
- r. An area in forest production, and considered for mitigation purposes, shall be evaluated for its present use value and compared with its potential value as a wetland before conversion of the site is acceptable.
- s. A developer may create, restore or enhance more wetland area than required for immediate development impacts. Subject to Federal, State and local agency approval, this "surplus mitigation" may be credited against future development. The reserve wetland

area shall not be considered a mitigation bank unless it is acquired and managed by the Division of State Lands.

- t. After a mitigation action takes place Astoria shall amend its plan and implement a zone change for the site to reflect the aquatic character of the site.

## 2. Mitigation Bank Policies.

- a. Any area where a mitigation action has taken place and mitigation credits are available for future development and the site is owned and managed by a Federal or State land management agency, shall be designated as a mitigation bank. Oregon Division of State Lands shall be responsible for administration of a mitigation bank area throughout the period it serves as a bank.
- b. An agreement between Astoria and State and Federal authorities shall serve as the implementing instrument establishing a mitigation bank and for continuing management of a bank. Such an agreement is necessary to document the initial conditions of a bank's formation, including the means by which a mitigation bank shall be administered. The agreement shall also detail ownership of the site and include an itemized presentation of project costs, a technical plan outlining the habitat mitigation action, and include the number of mitigation credits available in the bank. A plan for monitoring the mitigation site shall be provided, including the goals, costs, and responsibility of the monitoring program. The agreement shall specify the mechanisms by which mitigation "credits" will be transferred from the bank and applied to the activity qualifying for use of the bank. The agreement shall also specify the means by which proportional mitigation bank creation costs will be assessed.
- c. Mitigation credits in mitigation banks shall be reserved for use by small scale development projects (5 acres or less of impacted wetland and/or aquatic area). This does not apply to the Airport Mitigation Bank.
- d. A variety of habitats shall be created in a mitigation bank whenever possible, such that the opportunity of replacement for wetland resources lost to a variety of development activities is possible. The mitigation bank shall be of sufficient capacity to meet the requirements of a number of expected development projects.
- e. Mitigation banks, shall be created by written agreement with the Director of Oregon Division of State Lands (DSL) and shall be administered by DSL. Such agreements shall provide the basis for

creation and operation of the bank and shall specifically provide for the following:

- 1) The exact location of the real property.
- 2) Proof of ownership or control, i.e., deed or title report.
- 3) The nature and extent of the mitigation action. This analysis shall require information about the site salinity, elevation, wave and current actions, substrate, and other physical and biological characteristics.
- 4) How and when the mitigation action shall be performed.
- 5) A statement of informed opinion as to what habitat shall result from the action and a statement as to the relative value of each anticipated habitat type.
- 6) How the resulting changes shall be monitored and evaluated [OAR 141-85-254 (12, 14)] and what contingencies are planned if goals are not satisfied within a reasonable time period.
- 7) How the mitigation bank shall be protected (e.g., dedication, conservation easement, deed transfer).
- 8) How funding for necessary construction or alteration work and potential remedial action shall be guaranteed (e.g., bonding).
- 9) The price that may be charged for credits from the bank.

f. Applicants for removal and fill permits requiring mitigation are not obligated, or automatically entitled, to use an existing mitigation bank to meet the mitigation needs of any project. Permit applicants shall negotiate directly with the administrator of the bank, resource agencies, and regulatory agencies to secure the right to use the bank. Agreements between the administrator of the bank and the permit applicant are subject to the City's approval of the number of mitigation credits charged against the bank.

### 3. Restoration Policies for Aquatic Areas and Nontidal Wetlands.

a. Restoration of tidal and nontidal wetlands in the Columbia River Estuary area may be done either as a mitigation action or as an action outside of the context of mitigation.

- b. Restoration outside of the context of mitigation shall be allowed at designated mitigation sites if the site is a middle or low priority site and findings are made that it is no longer needed for mitigation.
- c. All restoration projects shall serve to revitalize, return, replace or otherwise improve the wetland and aquatic ecosystems in the Columbia River Estuary area. Examples include restoration of natural biological productivity, fish and wildlife habitat, aesthetic or historic resources that have been diminished or lost due to past alterations, activities, or catastrophic events. In selecting projects, priority shall be given to those projects which provide substantial public benefits and which restore those wetland and aquatic habitat types, resources, or amenities which are in shortest supply compared to past abundance.
- d. After a restoration takes place Astoria shall amend its plan and implement a zone change for the restored area to reflect the aquatic character of the site.
- e. Restoration of economically marginal and unused low-lying diked areas to estuarine wetland shall be encouraged; active restorations to provide potential for diverse habitat (e.g., mudflat and marsh) as well as passive restorations are encouraged. Except through public condemnation procedures, removal of dikes or excavation on private lands shall not occur without consent of the landowner.
- f. Shorelands designated Marine Industrial Shorelands can only be used for restoration subject to a finding that the use of the site for restoration will not preclude or conflict with water-dependent uses.
- g. Significant Goal 17 resource areas (major marshes, significant wildlife habitat, and exceptional aesthetic resources) can only be used for restoration subject to a finding that the use of the site for restoration will be consistent with protection of its natural values.
- h. Consideration shall be given to restoring water circulation in historically shoaled areas. Circulation enhancements must outweigh any potential damages to wetlands before they are implemented.
- i. Old piling, navigational structures, and buildings that are a hazard to navigation and contribute to excessive shoaling, or pose a threat to life or property shall be removed. Prior to removal, the costs and benefits associated with removal shall be evaluated. Factors requiring consideration include:

- 1) Potential erosion or sedimentation problems that may result from removal;
  - 2) The structure's habitat value and probable longevity; and
  - 3) The structure's historic and scenic values.
- j. Restoration of riparian vegetation around wetlands and waterways in the Columbia River Estuary planning area is a high priority. Protection of these areas shall be implemented using various strategies (e.g., zoning, acquisitions, easements, and transfer of development rights).

4. Long Term Mitigation and Restoration Policies.

- a. Federal and State resource agencies should be requested to intensify existing programs to identify Resource Categories of wetlands in the Columbia River Estuary area.
- b. CREST shall make an effort to develop a program to identify and assess the relative values of nontidal wetlands. This inventory effort shall provide baseline data that can be used to give greater certainty regarding site potential for development and mitigation requirements.
- c. A method of quantifying enhancement credits for estuarine and nonestuarine wetland mitigation should be developed. Also, a method for quantifying nonestuarine wetland values should be developed and incorporated into local statutes. Ideally, this system should be compatible with the system used in Oregon's Estuarine Mitigation Law. The system would have to be reviewed and accepted by State and Federal resource and regulatory agencies.
- d. A system should be devised whereby wetland impacts that are allowed under a regional or nationwide permit, and that do not require any permit procedure, may be reported to the local government so that an accurate record of cumulative wetland impacts can be maintained.
- e. The following framework for restoration implementation is recommended for the Columbia River Estuary:
  - 1) Develop and provide educational materials for landowners explaining the benefits of natural area protection and various options for restoring land to natural conditions and protecting

the restored land.

- 2) Establish an incentive system in the Columbia River Estuary area whereby landowners can effectively utilize a variety of options for restoration and protection of their land.
  - 3) Identify landowners with economically marginal production land (e.g., forest or agricultural production), that was historically wetland, and to inform them of any incentive-oriented restoration systems for restoration and encourage their participation.
- f. The following techniques are suggested as potential methods to establish a wetland restoration and protection incentive system:
- 1) Development of effective acquisition power through private nonprofit organizations and Federal and State grants (acquisition may be through sale, trade or land donations). Public ownership is encouraged.
  - 2) Protection through restrictions while landowners retain title to the land, (e.g., conservation easements, mutual covenants, deed restrictions and leases).
  - 3) Provide tax incentives for landowners that allow restoration to take place on their land.
  - 4) Deed restrictions, wildlife easements or fee acquisition on Farmers Home Administration farm foreclosure inventory lands.

*(CP.185.L Renumbered by Ordinance 10-07, dated 7-19-10)*

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#### **M. Public Access Policies.**

Policies in this subsection apply to all uses and activities in Columbia River Estuary shoreland and aquatic areas which directly or indirectly affect public access. "Public access" is used broadly here to include direct physical access to estuary aquatic areas (boat ramps, for example), aesthetic access (viewing opportunities, for example), and other facilities that provide some degree of public access to Columbia River Estuary shorelands and aquatic areas.

1. The City shall review under ORS 271.080-271.230, proposals for the vacation of public easements or right-of-ways which provide access to or

along estuarine waters. The City shall review under the provisions of ORS-271.300-271.360, proposals for the sale, exchange or transfer of public ownership which provides access to estuarine or ocean waters. Existing public ownerships, right-of-ways and similar public easements which provide access to or along estuarine waters shall be retained or replaced if they are sold, exchanged or transferred. Right-of-ways may be vacated to permit redevelopment of existing developed shoreland areas provided public access across the affected site is retained.

2. Public access in urban areas shall be preserved and enhanced through waterfront restoration and public facilities construction, and other actions consistent with Astoria's public access plan.
3. Proposed major shoreline developments shall not, individually or cumulatively, exclude the public from shoreline access to areas traditionally used for fishing, hunting or other shoreline activities.
4. Special consideration shall be given toward making the estuary accessible for the physically handicapped or disabled.
5. Astoria will develop and implement programs for increasing public access.

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#### **N. Recreation and Tourism Policies.**

Policies in this subsection are applicable to recreational and tourist-oriented facilities in Columbia River estuary shoreland and aquatic areas.

1. New non-water-dependent uses in aquatic areas or in areas zoned Marine Industrial Shorelands shall not preclude or pose any significant conflicts with existing, proposed or probable future water-dependent uses on the site or in the vicinity.
2. Recreation uses in waterfront areas shall take maximum advantage of their proximity to the water by: providing water access points or waterfront viewing areas; and building designs that are visually u with the waterfront.
3. A number of sites in Astoria and throughout the Columbia River Estuary are suitable for water-related and water-dependent recreational development, including moorage, charter fishing offices, boat ramps, and related facilities. The City will periodically consider adopting amendments to its Comprehensive Plan as needed to provide sufficient sites for needed water-related and water-dependent development. The City will rely on information in periodic updates of the Columbia River Estuary Regional

Management Plan pertaining to recreational development in the Columbia River Estuary.

**O. Residential, Commercial and Industrial Development Policies.**

Policies in this subsection are applicable to construction or expansion of residential, commercial or industrial facilities in Columbia River Estuary shoreland and aquatic areas. Within the context of this subsection, residential uses include single and multifamily structures, mobile homes, and floating residences (subject to an exception to Oregon Statewide Planning Goal 16). Duck shacks, recreational vehicles, hotels, motels and bed-and-breakfast facilities are not considered residential structures for purposes of this subsection. Commercial structures and uses include all retail or wholesale storage, service or sales facilities and uses, whether water-dependent, water-related, or non-dependent, non-related. Industrial uses and activities include facilities for fabrication, assembly, and processing, whether water-dependent, water-related or non-dependent, non-related.

1. New non-water-dependent uses in aquatic areas and in Marine Industrial Shorelands shall not preclude or pose any significant conflicts with existing, proposed or probable future water-dependent uses on the site or in the vicinity.
2. Residential, commercial or industrial development requiring new dredging or filling of aquatic areas may be permitted only if all of the following criteria are met:
  - a. The proposed use is required for navigation or other water-dependent use requiring an estuarine location, or if specifically allowed in the applicable aquatic designation; and
  - b. A substantial public benefit is demonstrated; and
  - c. The proposed use does not unreasonably interfere with public trust rights; and
  - d. Feasible alternative upland locations do not exist; and
  - e. Potential adverse impacts are minimized.
3. Piling or dolphin installation, structural shoreline stabilization, and other structures not involving dredge or fill, but which could alter the estuary may be allowed only if all of the following criteria are met:
  - a. A substantial public benefit is demonstrated; and

- b. The proposed use does not unreasonably interfere with public trust rights; and
- c. Feasible alternative upland locations do not exist; and
- d. Potential adverse impacts are minimized.

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**P. Shallow Draft Port and Marina Policies.**

Policies in this subsection apply to development of new marinas and improvement of existing marinas in aquatic areas of the Columbia River Estuary. Also covered are adjacent shoreland support facilities that are in conjunction with or incidental to the marina. Included under this subsection's coverage are both public and private marinas for either recreational, charter or commercial shallow draft vessels.

1. Proliferation of individual single purpose docks and moorages is discouraged. Public or commercial multi-vessel moorage is preferred. The size and shape of a dock or pier shall be limited to that required for the intended use. Alternative to docks and piers, such as mooring buoys, dryland storage, and launching ramps, shall be investigated and considered.
2. Navigational access to the estuary and its tributaries shall be maintained. Peripheral channels, streams and sloughs shall not be closed to navigation. Necessary maintenance dredging for traditional moorage areas shall be allowed, subject to the requirements of the designation, State and Federal permits, and local plan and ordinance provisions.

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**Q. Significant Area Policies.**

Policies in this subsection are intended to protect certain shoreland and aquatic resources with estuary-wide significance. Significant shoreland resources are identified as such in the area and subarea description. Significant aquatic resources are found in Natural Aquatic areas. This subsection applies only to activities and uses that potentially affect significant shoreland or aquatic resources. Other resources without estuary-wide significance are not covered by this subsection. Only those resources identified as significant under Statewide Planning Goal 17 are covered by these policies and standards.

1. Significant estuarine aquatic and shoreland resources shall be protected from degradation or destruction by conflicting uses and activities.

2. Major marshes, significant wildlife habitat, and exceptional aesthetic resources shall be protected. Uses in these areas shall be consistent with the protection of natural values and may include selective harvesting of forest products consistent with the Oregon Forest Practices Act, grazing, harvesting, wild crops, and low-intensity water-dependent recreation.
3. Significant riparian vegetation shall be protected to the extent identified in local comprehensive plans, except as provided for in applicable standards.

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R. Water Quality Maintenance Policies.

Policies in this subsection are intended to help protect and enhance the quality of water in the Columbia River Estuary. Impacts on water quality in aquatic areas and in tidelgated sloughs in shoreland areas are covered.

1. Nonpoint source water pollutants from forest lands, roads, agricultural lands, streambank erosion and urban runoff shall be controlled by State Section 208 water quality programs, the Oregon Forest Practices Act and its Administrative Rules and Soil Conservation Service programs.
2. New untreated waste discharges into tributary streams, enclosed bays and sloughs shall not be permitted.
3. Petroleum spill containment and cleanup equipment should be located in the estuary area. This equipment should be capable of controlling a large spill in all areas of the estuary.
4. Permits for activities in Astoria with potential water quality impacts in Washington's waters will be coordinated with both Oregon Department of Environmental Quality and Washington Department of Ecology.

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S. Water-Dependent Development Area Policies.

Policies in this subsection are applicable only to those Columbia River Estuary Shorelands that are in the Marine Industrial Shorelands Zone. The purpose of these policies and standards is to assure that adequate sites are available for water-dependent uses.

1. Shorelands designated Marine Industrial Shorelands shall be protected for water-dependent uses. Temporary uses which involve minimal capital investment and no permanent structures, and uses in conjunction with and

incidental to a water-dependent use, may also be permitted in these areas.

2. Shorelands especially suited for water-dependent recreational, commercial and industrial uses shall be placed Marine Industrial Shorelands. Some factors which contribute to this special suitability are:
  - a. Deep water close to shore;
  - b. Supporting land transport facilities compatible with ship and barge facilities;
  - c. Potential for aquaculture;
  - d. Protected areas subject to scour which would require little dredging for use as marinas;
  - e. Potential for recreational utilization of the estuary or riparian areas.

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T. Implementation Policies.

The policies in this section are intended to assure consistent region-wide implementation of the Columbia River Estuary Regional Management Plan.

1. Pre-permit application meetings and site visits shall be encouraged.
2. Initial site visit shall be structured such that key issues will be addressed and consensus, to the degree possible, is established on each issue. This will require a structured format listing goals, objectives, and specific activities.
3. Amendments to the Columbia River Estuary Regional Management Plan must be coordinated with the Columbia River Estuary Study Taskforce (CREST).
4. CREST will provide planning assistance to member agencies, review local comprehensive plans and shoreline management master programs, and make recommendations which will result in coordination and conformance with the Columbia River Estuary Regional Management Plan.
5. CREST will provide technical information and assistance to members and other agencies for Columbia River Estuary Regional Management Plan implementation.

6. CREST members will maintain the coordinated Regional Management Plan by mutually adopting Plan amendments during scheduled Plan updates.
7. Policies and standards that regulate the repair and maintenance of existing structures are not intended to replace or supersede Astoria's nonconforming use ordinance requirements. Where they contradict, Astoria's nonconforming use requirements shall be followed.

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U. Federal Consistency Policies.

The policies in this subsection establish procedures for ensuring that Federal actions are consistent with this comprehension plans.

1. Federally licensed or permitted activities affecting the estuary and shoreland area shall be consistent with the Astoria Comprehensive Plan. If the activity requires a local permit, the permit review will be used to establish project consistency with the plan. If the activity does not require a local permit, Astoria may review the activity against the mandatory enforceable policies of the plan for consistency. Astoria may then forward its findings of the review to the Oregon Department of Land Conservation and Development.
2. Federal development projects and other activities that directly affect the estuary and shoreland area in the coastal zone shall be consistent to the maximum extent practicable with the mandatory enforceable policies of Astoria Comprehensive Plan. Federal agencies address the consistency requirements by submitting a written consistency determination to the Oregon Department of Land Conservation and Development. The local government may review the consistency determination against its plan and communicate comments to Department of Land Conservation and Development. Department of Land Conservation and Development has the authority to make a final decision on the consistency determination. The Federal agency has the option of applying for a local permit to demonstrate consistency with the Astoria Plan.
3. Federal activities in the Columbia River Estuary that are most likely to directly affect the coastal zone and require a determination of consistency with the plan include, but are not limited to, the following:
  - a. dredging or dredged material disposal associated with maintenance or construction of Federal navigation projects;

- b. maintenance or construction of other Federal navigation improvements including jetties, groins, breakwaters and pile dikes;
- c. maintenance or construction of Federal flood control projects such as dikes and associated drainage ditches, and shoreline stabilization projects;
- d. docks and other in-water structures, dredging, and dredged material disposal associated with Federal facilities such as Coast Guard bases and naval installations;
- e. Federal refuge improvements;
- f. mitigation and restoration actions;
- g. road construction in the coastal watershed;
- h. waste discharge in the coastal watershed; and
- i. land acquisition, disposal, or exchange.

The consistency requirements apply to both planning and implementing these Federal activities.

- 4. An activity shall generally be considered a Federal activity when at least 50% of the project design work and 50% of the construction is funded by Federal agencies.
- 5. Federal activities on Federal lands within the geographic limits of the coastal zone are excluded from the consistency requirements if the Federal agency demonstrates that the activity will not directly affect adjacent, non-Federal portions of the coastal zone.
- 6. The phrase "consistent to the maximum extent practicable" (see Policy 2) shall be interpreted to mean that a Federal agency may deviate from full consistency only if:
  - a. compliance is prohibited based upon the requirements of existing law applicable to the Federal agency's operations, or
  - b. when such deviation is justified because of some unforeseen circumstances arising after the approval of the management program which present the Federal agency with a substantial obstacle that prevents complete adherence to the approved program.

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7. Astoria may review Outer Continental Shelf activities for consistency with their Comprehensive Plans and forward their findings to the Oregon Department of Land Conservation and Development.
8. Astoria may review Federal grant or financial assistance proposals for activities affecting the coastal zone for consistency with their Comprehensive Plan. The review includes grants to State agencies, cities, counties, special purpose districts, and regional bodies. Local government review findings may be forwarded to the Oregon Department of Land Conservation and Development.
9. Astoria may perform consistency reviews administratively or through public hearings.

*(CP.185 Amended by Ordinance 90-33, dated 9-17-90)*  
*(CP.185 Renumbered by Ordinance 10-07, dated 7-19-10)*

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CP.186. CUMULATIVE IMPACTS

A. Introduction.

This Section addresses the potential combined effects of certain activities on the estuary. The primary reason for addressing cumulative impacts is that they cannot be adequately considered during most permit reviews, yet under certain conditions can become significant planning issues. The Columbia River Estuary Regional Management Plan recognizes that development activities generate cumulative impacts that cannot be readily addressed on a permit-by-permit basis. The plan identifies cumulative impacts and sets provisions, primarily in Section 3, discouraging or limiting activities posing a cumulative impact problem. In addition, the Plan's management system (Section 2) limits most high impact activities to small geographic areas within the estuary.

A second reason for considering cumulative impacts in this plan is that Oregon and Washington local jurisdictions are required by State statutes to address them. Comprehensive Plan Requirement 5 of Oregon Statewide Planning Goal 16 states that local jurisdictions must "Consider and describe in the plan the potential cumulative impacts of the alterations and development activities envisioned." Washington local governments are required by the Washington Shoreline Management Act to evaluate the potential cumulative impacts of certain types of developments plus other future and past similar developments (WAC 173-14-140(4)). The Washington Environmental Policy Act also requires

consideration of cumulative impacts (WAC 197-11-060(4) and WAC 197-11-792(2c)).

B. Scope.

Discussion of cumulative impacts in this Plan is limited to seven major topic areas. Cumulative impacts on Public Access, Water Quality, Fisheries, Maritime Commerce, Recreation/Tourism, Circulation and Aquatic Habitat are identified and discussed. In many cases cumulative impacts are both positive and negative. Navigation channel maintenance dredging, for example, generates beneficial impacts with respect to maritime commerce, and some harmful impacts with respect to fisheries habitat. Public Access, as another example, is affected in a positive way by boat ramp construction, and negatively by riprap shoreline protection. Subsection references in the following paragraphs may be found in the "Columbia River Estuary Regional Management Plan".

1. Cumulative impacts on the seven categories of estuarine resources identified above are generated by a number of activities. The following activities are considered in this section:
  - a. Dredging, New and Maintenance;
  - b. Dredged Material Disposal, Aquatic and Shoreland;
  - c. Filling;
  - d. Structural Shoreline Stabilization;
  - e. Boat Ramps, New and Expanded;
  - f. Marinas, New and Expanded;
  - g. Moorages, Individual;
  - h. Aquaculture and Fish Hatcheries;
  - i. Port Development; and
  - j. River Training.
2. Some activities with cumulative impacts on the estuary are not regulated by this plan, and are not considered in this section. Chief among these are:
  - a. Forestry;

- b. Upstream Activities;
- c. Activities in the Ocean Outside of the Estuary Planning Area;
- d. Fisheries Harvest Allocations;
- e. Local Point Source and Nonpoint Source Discharge;
- f. River Flow Management; and
- g. Navigation.

C. Cumulative Impact Analysis.

1. Public Access.

Activities generating cumulative impacts on public access can both enhance and reduce opportunities for public access to the waters and shorelines of the Columbia River Estuary. Public access is treated broadly here to include both physical and visual access.

The cumulative impact of maintenance dredging projects on public access is limited and to some extent beneficial. Main navigation channel maintenance dredging generates no identifiable cumulative impacts on public access opportunities. Boat ramp and marina access channel dredging has the cumulative effect of maintaining or improving small boat access. The cumulative impacts of new dredging on public access are similar to those of maintenance dredging.

Use of designated shoreland and aquatic dredged material disposal sites will have little measurable cumulative impact on public access in the Columbia River Estuary. Beach nourishment will have positive cumulative effects on public access, but only to the extent that enhanced beaches are used by the public.

Filling Columbia River Estuary aquatic areas along the shoreline will have a generally negative impact on public access. Only limited areas along the shoreline are designated for fills, so cumulative impacts on public access should not be great.

Riprap bank protection can, under certain circumstances, have significant negative cumulative impact on public access, especially physical shoreline access. Riprap can also have beneficial impacts on public access by protecting marinas and boat ramps. The regional estuarine construction policies and standards encourage nonstructural shoreline stabilization and

require riprap proposals to be reviewed for their impacts on public shoreline access.

Boat ramps and marinas have a strongly beneficial cumulative impact on public access for the boating public. Private individual moorages on the other hand can have negative cumulative impacts with respect to public access if allowed to overcrowd particular waterways. Continuous development of individual moorages along a reach of the Columbia River Estuary or a tributary can block public shoreline access and inhibit small boat navigation, having a strongly negative cumulative impact. The regional estuarine construction policies and standards encourage community docks and piers and discourage individual moorages.

Aquaculture and hatchery development may, under certain circumstances, generate adverse cumulative impacts on public access. If large nearshore water areas are leased and used for net pens, for example, public access could be substantially reduced. Pond aquaculture facilities on shorelands, on the other hand, would be expected to have a little or no adverse cumulative impact. Regional fisheries and aquaculture policies and standards require that aquaculture developments minimize impacts on public access and views from upland property.

Port development is often not fully compatible with public access; however, the cumulative impact of port development on public access is expected to be minor. Port development is limited to only a few sites in the estuary. Full development of all existing designated Development and Water Dependent Development shorelands would not significantly reduce public access opportunities in the Columbia River Estuary, but may have locally significant effects.

River training activities, including pile dikes and dredged material disposal islands, have had little or no cumulative impact on public access.

## 2. Water Quality.

A number of parameters are considered here: turbidity, dissolved oxygen, biochemical oxygen demand, organic contaminants, metals, and other undesirable compounds. Both long-term and short-term water quality impacts are considered.

New and maintenance dredging projects can have cumulative short-term impacts, especially with respect to turbidity. Rarely, however, are more than a small number of dredging projects occurring at one time. Longer-term cumulative impacts tend to be less significant. Aquatic and shoreland dredged material disposal can generate significant cumulative impacts on Columbia River Estuary water quality. Pollutants associated

with fine sediments can be re-suspended as a result of aquatic dredged material disposal. Land disposal can also generate water quality impacts by way of contaminated runoff. Rarely, however, are more than a small number of disposal projects occurring at one time. Because impacts associated with dredging and dredged material disposal tend to be short-lived, the potential for generating significant cumulative impacts on water quality is limited. The regional dredging and dredged material disposal policies and standards require that projects be timed so as to minimize impacts. These policies and standards also contain sediment testing provisions to ensure that disposed sediments meet State and Federal water quality standards.

Filling of aquatic areas is expected to generate only minor, short-lived water quality impacts if conducted with clean material behind protective berms. Fills constructed without these protective measures do have the potential for generating water quality problems associated with leachates from contaminated fill material. Large waterfront areas in some parts of the estuary consist entirely of fill material: in these areas the potential for cumulative water quality impacts may be high.

Riprap constructed from clean non-erodible stone generates few potential water quality impacts. Inasmuch as it may displace riparian vegetation, riprap may result in more turbid runoff entering the river. The cumulative impact of riprap on water quality may be considerable to the extent that riparian vegetation is lost. The plan identifies shorelines with significant riparian vegetation and requires that they be protected. The regional estuary construction policies and standards encourage vegetative shoreline stabilization over riprap.

Boat ramps and individual moorages are expected to have no significant cumulative impact on water quality. Enclosed marinas, however, can generate local water quality impacts. To the extent that marinas are located near each other, or are concentrated in poorly flushed tributaries, cumulative impacts may be considerable. The regional water quality maintenance policies and standards alleviate some of these concerns by requiring that new or expanded marinas have facilities for emptying boat holding tanks and that new or expanded full docks have spill containment equipment.

Aquaculture and fish hatcheries are potentially detrimental for water quality if uneaten fish food and fish wastes accumulate and decompose on the site rather than dispersing. Significant cumulative impacts would be expected only to the extent that several operations are clustered together, or they occur in a small or poorly flushed waterway, or if a single operation is very large relative to the waterway's flushing volume. The regional fisheries and aquaculture policies and standards require that aquaculture

facilities be located so as to minimize water quality problems and that facilities meet State and Federal discharge standards.

Port development has occurred in the estuary without any significant cumulative water quality impacts. Increased port activity increases the likelihood of water quality degrading actions such as oil or chemical spills.

River training activities may affect water quality by changing flushing patterns. The cumulative impact of river training on flushing has been to decrease flushing away from the main navigation channel, and increase flushing near the channel. Because little is known about the relationship between flushing and water quality at specific locations on the Columbia River Estuary, the cumulative impact of river training on water quality is difficult to evaluate.

### 3. Fisheries.

Discussion of cumulative impacts on fisheries includes impacts on commercial, recreational, and uneconomic nongame species. Impacts on their habitats are discussed in "Columbia River Estuary Regional Management Plan" Subsection 5.3.7.

Dredging can have measurable impacts on fish by disrupting feeding and shelter areas as well as migration routes. Also, dredging equipment can physically interfere with commercial fishing operations. Project scheduling can reduce some of these impacts. Long-term impacts which might generate significant cumulative impacts are not well understood. Crab entrainment resulting from bar maintenance dredging may have significant impacts on the population of juvenile crabs at the bar, but its impacts on the overall estuary and offshore crab populations are unknown. Regional dredging policies and standards require that dredging operations be timed to minimize impacts on fish and commercial fishing operations.

Dredged material disposal can affect fish by affecting water quality. This is discussed in "Columbia River Estuary Regional Management Plan" Subsection 5.3.2.

Filling can affect fish and their habitats by disrupting migration routes, and by eliminating benthic communities that are a component of their habitat. Lost habitat will presumably be replaced by way of compensatory mitigation measures. Potential fill sites in the Columbia River Estuary are not so numerous as to generate significant cumulative impacts if appropriate mitigation measures are applied.

Riprap may affect fish habitat by disrupting shallow water benthic communities and by eliminating nearshore shallow water areas. The

benthic communities are a component of fish habitat. Nearshore shallow areas may be important as resting, shelter and migration routes for juvenile anadromous fish. Large reaches of shoreline are riprapped, so existing cumulative impacts may be high. However, to the extent that riprap projects tend to be placed on eroded or erodible shorelines, these impacts may be reduced somewhat. The regional estuarine construction standards require that structural shoreline stabilization projects maintain adequate shallow areas for juvenile fish shelter.

Boat ramps, marinas, and moorages are all essential components of the commercial and recreational fisheries support system in the Columbia River Estuary. To the extent that commercial and game harvests are subject to regulation, these facilities will not generate significant negative impacts on fish populations. Water quality impacts associated with small boat moorage may generate relatively minor, localized cumulative impacts on fish. This plan's regional standards for marinas require that new or expanded marinas be designed to assure adequate water circulation and flushing.

Aquaculture and fish hatchery facilities have the potential for generating both positive and negative cumulative impacts on fisheries. Positive impacts can result from fisheries enhancement programs associated with hatcheries and with aquaculture release programs. Negative impacts can be generated from confinement aquaculture and hatchery operations that develop fish diseases which in turn infect wild stocks, or when introduced species out-compete desirable native stocks. Significant harmful cumulative impacts would be expected when operations are concentrated in small or poorly flushed waterways. Regulations and license procedures administered by State fish agencies address these concerns.

Port development's expected impacts on fisheries are more associated with dredging and filling than with port activity by itself. Some potential impacts are described in "Columbia River Estuary Regional Management Plan" Subsection 5.3.2. Fish populations, distribution, and diversity may be related to port activity, but significant cumulative impacts have not been identified. Impacts associated with dredging and filling are minimized on a project-by-project basis under this plan's regional policies and standards on dredging and filling.

River training affects fish habitat by altering migration routes. Upstream migrant anadromous fish follow strong currents in the main navigation channel. Significant cumulative impacts on fisheries may be associated with river training. New navigation structures must be reviewed against plan policies that address impacts on fish habitat.

4. Maritime Commerce.

Cumulative impacts on maritime commerce are considered in this subsection. Included are deep draft moorage, navigation and associated activities.

Dredging has had beneficial cumulative impacts on maritime commerce. A large share of all dredging in the estuary is carried out to accommodate maritime commerce. The cumulative impacts of channel maintenance dredging on navigation are significant. Reduced dredging at any of the numerous shoals or at the bar would significantly impede deep draft commerce in the Columbia River Estuary.

Land disposal of dredged material has had no measurable cumulative impact on maritime commerce. Aquatic disposal can affect navigation to the extent that some of this material may settle in the channel and contribute to shoaling. This impact is cumulatively small, especially when frequent and thorough maintenance dredging of the channels is considered.

Filling of the Columbia River Estuary has few significant impacts on navigation and maritime commerce. Shoreline fills are evaluated for impacts on navigation. The bulkhead and pierhead lines established on the river are intended to avoid fill and pier-related impacts on navigation. The cumulative impacts of fill on maritime commerce are negligible.

Riprap has few significant impacts on navigation, except those beneficial ones associated with protecting shorelines from ship wakes. The cumulative effect of protected shorelines is that they allow deep draft navigation close to shore without causing shoreline erosion.

Boat ramps and marinas have no significant cumulative impact on maritime commerce. Deep draft moorage opportunities in the Columbia River Estuary have a direct beneficial impact on maritime commerce.

Aquaculture and fish hatcheries are expected to have no measurable impacts on maritime commerce.

Port development has direct, positive impact on maritime commerce in the Columbia River Estuary. The cumulative impact of port development in the Columbia River Estuary is related to the stimulation of maritime commerce.

River training efforts generate direct positive cumulative impacts on navigation by keeping navigation channels relatively free of obstructions, and by lowering maintenance costs.

5. Recreation/Tourism.

Discussion of cumulative impacts on recreation and tourism includes estuary-oriented recreation undertaken by both local residents and by visitors from outside the region. Many impacts may be largely aesthetic in nature.

Dredging results in changes that are for the most part invisible, unless intertidal areas are dredged. Dredging for small boat access and maintenance dredging of small boat facilities is beneficial with respect to some segments of the recreation and tourism sector.

Dredged material disposal at upland sites generates both positive and negative impacts. Beach nourishment may have beneficial impacts on recreation and tourism, but only to the extent that nourished beaches are accessible. Other types of upland disposal may yield negative aesthetic impacts, depending on location. Aquatic dredged material disposal could have impacts on recreation and tourism with respect to water quality and recreational fisheries, discussed in "Columbia River Estuary Regional Management Plan" Subsections 5.3.2. and 5.3.3. Dredged material disposal's cumulative impacts are not expected to be significant with respect to recreation and tourism.

Filling Columbia River Estuary aquatic areas may negatively impact recreation and tourism if the fill is used for facilities that do not support these activities. Because filling in the Columbia River Estuary is limited by this plan to a few sites, cumulative impacts are expected to be minor.

Riprap may have cumulative impacts on recreation or tourism. Extensive riprap protection of otherwise undeveloped shorelines will yield undesirable aesthetic impacts, and impede public access. On the other hand, riprap may be needed to protect important recreational and visitor-oriented facilities (such as marinas). Large stretches of shoreline in the estuary are riprapped, and cumulative impacts may be significant. Regional policies and standards for estuarine construction and public access address these concerns.

Boat ramps, marinas, and moorages have a generally positive impact on recreation and tourism, though there may also be a negative aesthetic component. The net cumulative impact is probably positive, however, because the estuary is large relative to the extent of existing recreational boat facilities.

Aquaculture and fisheries generate both beneficial and harmful impacts on recreation and tourism. Benefits are realized to the extent that hatcheries produce game fish, and inasmuch as the hatcheries and aquaculture

facilities have a visitor-oriented component. Negative impacts are mainly aesthetic, and related to water quality. Cumulative negative impacts are expected only when facilities become concentrated in small waterways, or when very large facilities are developed. Regulations and license procedures administered by State fish agencies address these concerns.

Port development may generate both positive and negative impacts with respect to tourism and recreation. The passage of deep draft vessels up and down the Columbia River Estuary, together with associated tug, barge and wharf activities, are significant elements of the Columbia River Estuary's attractiveness for visitors. Port development may also, however, generate negative impacts on recreational fishing and public access (see "Columbia River Estuary Regional Management Plan" Subsections 5.3.3. and 5.3.1.). Net cumulative impacts are believed to be positive.

River training probably has little cumulative impact on recreation and tourism outside of minor aesthetic detractions such as pile dikes.

## 6. Circulation.

Discussion of cumulative impacts on circulation includes erosion, accretion, flooding, salinity intrusion, and related phenomena.

Dredging projects have had significant cumulative impacts on circulation, particularly larger projects like the main navigation channel. New projects will generate larger impacts than maintenance projects, other parameters being comparable. The cumulative impact of smaller dredging projects is probably minor unless several small projects are concentrated in an area. In Oregon jurisdictions the Impact Assessment requires consideration of a dredging project's impact on circulation.

Dredged material disposal in the water should have relatively minor cumulative impacts on circulation. Land disposal practices should have no measurable cumulative impact on circulation.

Filling has had a substantial impact on circulation. Shoreline fills alter nearshore currents and can create eddies and other current aberrations. Diking on tributaries can reduce the tidal prism, substantially lowering flushing and thus increasing shoaling rates. Small shoreline fills are not expected to have significant cumulative impacts on circulation unless concentrated along a single reach of shoreline. In Oregon the Impact Assessment requires consideration of a fill's impact on circulation.

Riprap is intended to reduce shoreline erosion, so its net cumulative impact on this component of circulation is probably significant and positive. Depending on slope and rubble size, riprap projects can, in

some instances, generate unintended impacts on adjacent unprotected shorelines. There is no evidence, however, of a significantly negative cumulative effect of riprap along shorelines with respect to this aspect of circulation.

Boat ramps and marinas are so small and widely spaced that cumulative circulation impacts are not anticipated. Individual moorages can, when concentrated along a shoreline, have undesirable negative impacts on currents. Their cumulative impact is potentially significant, but there are no data verifying this. Plan policies require that alternative moorage alternatives be investigated before individual moorages are approved.

Aquaculture and fish hatcheries have little impact on circulation. They are generally designed to take advantage of flushing waters, rather than interfere with them. Cumulative impacts, if there are any, are not expected to be significant.

Port development's impact on circulation is probably restricted to associated dredging and filling. Where the main navigation channel is close to shore, erosion may result from ship wakes. Navigation and maritime commerce are not expected to generate, by themselves, cumulative circulation impacts.

River training efforts are directly related to circulatory changes in the Columbia River Estuary. They have produced intentionally significant cumulative impacts.

#### 7. Aquatic Habitat.

Discussion of cumulative impacts on aquatic habitat includes impacts on the benthic environment, the surface and the water column that affect aquatic plants and animals.

Dredging has resulted in cumulative impacts on aquatic habitat. Large dredging projects, like maintenance of the main navigation channel, can generate substantial negative impacts on benthic habitat in the dredging area. New dredging projects will yield more significant negative impacts on an aquatic habitat than maintenance dredging, other factors being comparable. Oregon jurisdictions will address the impact of dredging on aquatic habitat in the Impact Assessment.

Dredged material disposal in the water can have cumulative impacts on aquatic habitat. Flow lane disposal and sump disposal, the two kinds of in-water disposal allowed in the estuary, are comparable with respect to their impacts on the water column. Sump disposal probably has a larger impact than individual flow lane disposal projects on benthic habitats. In-

water dredged material disposal must meet policy requirements regarding impact minimization.

Filling has affected aquatic habitats, especially shallow water benthic habitats since most fills are in intertidal or shallow subtidal areas. Fills are subject to impact minimization requirements and, in Oregon jurisdictions, Impact Assessment review for effects on aquatic habitat.

Riprap has had some impact on aquatic habitats, particularly nearshore shallow water habitat. Riprap bank protection may interrupt shallow water shelter areas needed by juvenile fish, thus subjecting them to increased predation. The cumulative impact of riprap on juvenile fish habitat in some areas may be significant. The regional estuarine construction standards require that structural shoreline stabilization projects maintain adequate shallow areas for juvenile fish shelter.

Boat ramps and marinas are not so large or so numerous in the estuary as to have a significant cumulative impact on aquatic habitat. Individual moorages, where concentrated along a small waterway, may have a cumulative impact on aquatic habitats.

Aquaculture and fish hatcheries potentially have three types of negative impacts on aquatic habitats. Water quality and benthic communities can be affected by the accumulation of feces and surplus fish food. This generally will not result in cumulative water quality or benthic impacts if facilities are not placed closely together. The second possible negative impact associated with fish hatcheries and aquaculture is disease. The concern is that fish raised in confinement are more susceptible to disease than naturally occurring populations. Diseases may not be confined to the hatchery or aquaculture facility, and may spread to naturally occurring stocks. The potential for this type of occurrence may increase as hatchery and aquaculture facilities are concentrated in a single waterway. The third potential negative impact on aquatic habitat associated with hatchery and aquaculture facilities is that species introduced to the estuary could out-compete native stocks. The regional fisheries and aquaculture standards and license procedures administered by State fisheries agencies address these concerns.

Port development and marine terminal activity has had a substantial cumulative impact on aquatic habitat, primarily as a result of dredging and filling.

River training projects have probably affected aquatic habitat by changing the distribution of shallow water, shoal and deep water habitats in the Columbia River Estuary. The overall cumulative impact of river training on aquatic habitats is not well understood.

*(CP.186 Added by Ordinance 90-33, dated 9-17-90)*

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# **City of Astoria, Oregon COMPREHENSIVE PLAN**

## **Volume 2**

### **Sections CP. 190 through CP. 470**

(Note: DLCD has divided the City of Astoria Comprehensive Plan into two volumes to facilitate review by NOAA/OCRM. DLCD also inserted hyperlinks into the Table of Contents to sections and subsections of the plan with enforceable policies to be considered by NOAA. Hyperlinks have been inserted at the end of these sections and subsections to return to the Table of Contents.)

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## **ECONOMIC ELEMENT**

### CP.190. Economic Element Background Summary.

As the largest City, and the county seat of Clatsop County, Astoria's economy is reflected in that of the region. There is heavy reliance on the natural resources of the area including timber, fish, and shipping. As the commercial and governmental center of the region, retail and wholesale trade is important to the City. Government activities, including education, the US Coast Guard, the Tongue Point Job Corps Center, and State and local government facilities are a significant part of the local economy. As the financial, cultural, and medical center of the region, the community college, hospital, clinics, and related facilities employ a large number of professional people.

Astoria's economy is evolving from one based on natural resources, primarily fishing, seafood processing, wood products, shipping, and water transportation, to trade and services. The growth of tourism is an important part of Astoria's redevelopment. Tourism related income in the County grew at over 6% annually during the period 1991 to 1995, to over \$250 million; and to over \$397 million in 2010. Employment in trade increased over 70% between 1983 and 1996, while employment in lumber and wood products decreased 28% during the same period. (Source: Clatsop Economic Development Commission 1997 report on Employment Department, Bureau of Labor statistics, and Oregon Tourism Commission for 2010.)

The City maintains a significant underutilized inventory of lands especially suited for water dependent development, including the Port of Astoria docks, North Tongue Point, and South Tongue Point. The Port is attempting to find replacement uses for areas formerly devoted to log exports, and other maritime uses. The Oregon Division of State Lands has leased North Tongue Point to Port of Astoria in an attempt to attract industrial users. A large inventory of industrial land was created at South Tongue Point in conjunction with the Marine and Environmental Research and Training Station (MERTS). The changing nature of the economy indicates that many areas formerly used for water dependent or water related development, are no longer needed or desirable for shipping or other activities requiring access to the Columbia River channel.

Rail services to Astoria was formally discontinued in 1996 when the Burlington Northern Railroad filed to abandon the rail line from Tongue Point through Astoria. In February 1997, the Federal Surface Transportation Board applied an "Interim Trail Use Condition" on the approximate seven mile line within the City limits through the National Rails-to-Trails Act. The Burlington Northern Santa Fe Railroad donated the right-of-way of the Astoria line from Willbridge Junction in Portland to Tongue Point. During this same time, the track structures and operating rights were sold to the Portland and Western Railroad which is certified by the Federal Surface Transportation Board as the common carrier operating a line.

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Because of Astoria's water orientation, the Port of Astoria plays an important role in the City's economy. The Port owns approximately 170 acres within the City, and employs approximately 23 people. The Port renewed log exports at the Port piers in 2011.

*[CP.190 amended by Ordinance 98-04, 5-4-98; amended by Ordinance 11-07, 7-5-11]*

CP.195.     Conclusions and Problems.

1.     Astoria is still the commercial center of the region, but commercial expansion in Warrenton has affected downtown businesses. The perceived lack of parking space is one major factor. The lack of land for expansion has adversely affected businesses looking for new locations. Although the downtown is not in a period of decline, there are several large commercial buildings that are presently unused or underused.

*[CP.195.1 amended by Ordinance 11-07, 7-5-11]*

2.     Much of new downtown development is toward the waterfront. The success of new business locating in this area, the demand for old buildings to be renovated, and the interest in the "People Places" concept, River Trail, and Riverfront Vision Plan attests to this trend. There is a potential conflict between commercial activities and marine industry. Land and water use policies should protect those areas which have marine industrial potential, but trends in the industry such as containerization has shifted demand away from the downtown area to areas such as Tongue Point.

*[CP.195.1 amended by Ordinance 11-07, 7-5-11]*

3.     The "People Places" concept raises questions about construction costs, maintenance and liability. However, its value in bringing tourists to the downtown, raising property values, and increasing the vitality of the area is well established. Other improvements in the downtown area did not meet voter approval in the past, including parking expansion. Future improvements may be dependent on sources of funding other than property taxes.
4.     The distinction between general commercial, tourist commercial, central commercial and to some extent even industrial zoning seems to be increasingly blurred in the City's zoning scheme: there are automobile sales lots in both central and tourist commercial zones, trailer parks, and multi-family dwellings in the industrial zone. Revision of the Comprehensive Plan and Development Code needs to address this question: Does the City wish to have one zone for industrial/commercial uses, or does it wish to protect certain areas for certain uses?

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*[CP.195.4 Amended by Ordinance 98-04, 5-4-98; amended by Ordinance 11-07, 7-5-11]*

5. *[CP.195.5 Deleted by Ordinance 98-04, 5-4-98]*

6. Astoria's economy is significantly affected by forces well beyond the City's control. These include the current condition of ocean resources, State and Federal policies, forest practices both on private and public timber lands, international trade policies, and the prospects for oil production in off-shore Alaska and California. The Port of Astoria, a special district which falls under the purview of the City's Comprehensive Plan, has a powerful effect on the local economy. As yet, the Port has not realized its potential for the generation of jobs and income in the community. The Chamber of Commerce, which is supported to some extent by the City, is concerned with the economy of the area. Many communities participate in the Clatsop County Economic Development Resources (CEDR) group for coordinated efforts concerning economic development projects, the Columbia River Estuary Study Taskforce (CREST), and other local and regional economic development agencies. These groups have been successful in obtaining grants for projects such as the Youngs Bay Salmon Enhancement program, the "People Places" study, and the obtaining of an additional Coast Guard cutter.

*[CP.195.6 amended by Ordinance 11-07, 7-5-11]*

7. Tourism in Clatsop County has increased in recent years, and the Astoria area has been the recipient of some of this economic activity. Astoria is becoming a "destination" like the communities on the ocean beaches. The quantity of lodging facilities in the City have increased in recent years to accommodate the needs except during peak tourist times. The Columbia River Maritime Museum is a major tourist attraction. In recent years, there has been construction of private facilities which can accommodate moderate sized gatherings and conventions. Tourism is an economic activity which has several disadvantages, such as low wages, and seasonality. However, Astoria has a highly seasonal work force which tourism, particularly the convention business during the winter, could counteract. Astoria has begun to capitalize on its scenic, historic character; proper emphasis on it through advertising and public projects has the potential of stimulating the City's tourist economy.

*[CP.195.7 amended by Ordinance 11-07, 7-5-11]*

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CP.200. Economic Development Goal 1 and Goal 1 Policies.

Goal:

The City of Astoria will strengthen improve, and diversify the area's economy to increase local employment opportunities.

*[CP.200 amended by Ordinance 11-07, 7-5-11]*

Policies:

1. Encourage, support, and assist existing businesses.
2. Provide support to local start-up businesses.
3. Seek the input of local businesses and carefully consider the economic impacts of proposed programs, regulations and decisions related to implementing the community's comprehensive plan.
4. Encourage private development such as retail, restaurants, commercial services, transient lodging.
5. Provide a supportive environment for new business.
6. Encourage a diversity of businesses, target firms to add to the business mix and strengthen the overall economic base.
7. Encourage and support local industrial development in order to diversify beyond the City's predominant industrial sectors, while maintaining strong support for these sectors.
8. Broaden the economy to help balance the seasonal nature of existing industries and employment.
9. Encourage the broadening of the economy, particularly in areas which help balance the seasonal nature of existing industries.

*[CP.200.1 to CP.200.9 added by Ordinance 11-07, 7-5-11]*

CP.201. Economic Development Goal 2 and Goal 2 Policies.

Goal:

Promote cooperative economic development partnerships.

*[CP.201 added by Ordinance 11-07, 7-5-11]*

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Policies:

1. Actively coordinate with the Astoria Downtown Historic District Association, the Port of Astoria, the Chamber of Commerce, and other local and regional groups involved in economic development.
2. Participate in and support regional economic development plans/programs.

*[CP.201.1 to CP.201.2 added by Ordinance 11-07, 7-5-11]*

CP.202. Economic Development Goal 3 and Goal 3 Policies.

Goal:

Strengthen the City's downtown core as the retail center of the region, with the support from the Astoria Downtown Historic District Association.

*[CP.202 amended by Ordinance 11-07, 7-5-11]*

Policies:

1. Promote Astoria's downtown core. The downtown core of Astoria, generally extending from 6th to 16th Streets, and from the waterfront to Exchange Street is the retail, service and governmental center of the region.
2. Continue to work toward establishing public parking areas in the downtown area.
3. Support the efforts of the downtown merchants to improve the appearance of the commercial core. Maintain and enhance all public infrastructures to create a pleasant and convenient business environment including elements such as signage, pocket parks, sidewalks and parking lots.
4. Promote upper story/high density housing in the downtown existing and new construction.
5. Ensure zoning allows for higher density, mixed-use development in the commercial core.

*[CP.202.1 to CP.202.5 added by Ordinance 11-07, 7-5-11]*

6. To develop a Heritage Square on the block bounded by 11th, 12th, Duane, and Exchange Streets (formerly the site of the Safeway store) as a recreational facility that will help to stimulate the revitalization of downtown, support the Astoria Sunday Market, and increase property values in the Astor-East Urban Renewal District. Parking will be included within the block design.

*[CP.202.6 added by Ordinance 12-04, 2-6-12]*

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CP.203. Economic Development Goal 4 and Goal 4 Policies.

Goal:

Continue to encourage water-dependent industries to locate where there is deep water, adequate back-up space, and adequate public facilities.

Policies:

1. Maintain areas of the City in order to provide sufficient land for water dependent as well as non-water dependent industries.

*[CP.203 amended by Ordinance 11-07, 7-5-11]*

CP.204. Economic Development Goal 5 and Goal 5 Policies.

Goal:

Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry.

Policies:

1. Provide public access to the waterfront wherever feasible and protect existing access. The importance of the downtown waterfront in terms of aesthetics, public access and business improvement cannot be overemphasized. The City supports the concept of the "People Places Plan," and encourages local organizations in the construction and maintenance of waterfront parks and viewing areas.

*[CP.204.1 amended by Ordinance 11-07, 7-5-11]*

2. The City will use the Gateway Master Plan as the guiding document for redevelopment of the Gateway Overlay Area.

*[CP.205.4 amended by Ordinance 98-04, 5-4-98; renumbered and amended by Ordinance 11-07, 7-5-11]*

3. Encourage the growth of tourism as a part of the economy.
  - a. Consider zoning standards that improve the attractiveness of the City, including designation of historic districts, stronger landscaping requirements for new construction, and Design Review requirements.

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*[CP.205.5 amended by Ordinance 85-08, 5-6-85; renumbered and amended by Ordinance 11-07, 7-5-11]*

4. Protect historic resources such as downtown buildings to maintain local character and attract visitors.

CP.205. Economic Development Goal 6.

Goal:

Maintain a system of public facilities and services capable of supporting existing and future industry, and commercial development.

*[Section CP.200 amended by Ordinance 85-08, 5-6-85; renumbered and amended by Ordinance 11-07, 7-5-11]*

*[Section CP.205.1 to CP.205.6 amended by Ordinance 85-08, 5-6-85; deleted as CP.205, amended and renumbered by Ordinance 11-07, 7-5-11]*

CP.206. Economic Development Goal 7 and Goal 7 Policies.

Goal:

Encourage successful home-based businesses.

*[CP.206 added by Ordinance 11-07, 7-5-11]*

Policies:

1. Encourage home occupations, cottage industries and activities which have little impact on the surrounding neighborhoods through the City's Development Code.
2. Encourage provision of support services needed by home-based businesses.

*[CP.206.1 to CP.206.2 added by Ordinance 11-07, 7-5-11]*

CP.207. Economic Development Goal 8 and Goal 8 Policies.

Goal:

Be prepared for business growth with ready properties.

*[CP.207 added by Ordinance 11-07, 7-5-11]*

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Policies:

1. Support the development and maintenance of property inventory.
2. Maintain an adequate supply of vacant commercial, industrial and waterfront development property to provide for the economic growth of the community.
3. Ensure an adequate supply of employment lands with areas large enough to meet the objectives needed for commercial uses, but not so large as to affect adjacent residential neighborhoods.
4. Support efforts to consolidate parcels, where appropriate to meet business needs for larger properties.

*[CP.207.1 to CP.207.4 added by Ordinance 11-07, 7-5-11]*

CP.208. Economic Development Strategies and Actions.

1. Regularly update the City's Buildable Lands Inventory.
2. Make the City's Buildable Lands Inventory and maps readily accessible to prospective employers and developers of commercial and industrial properties.
3. Work proactively with prospective employers to identify suitable sites for future development, including opportunities to consolidate groups of smaller parcels into larger developable sites.
4. Conduct neighborhood, sub-area, or specific area planning processes to identify site-specific opportunities for future business and employment uses.
5. Update home occupation ordinance provisions as needed to encourage home occupations but limit associated negative impacts such as traffic, on-street parking, and noise.
6. Investigate public-private partnerships to actively support a strong commercial core.
7. Work with the Chamber of Commerce and other local and regional economic development groups to develop market fact sheets and marketing packets with highlights of the demographic and retail market analysis.
8. Prepare and maintain a current, up-to-date, inventory of available buildings and land with complete data, including price, features, utilities, infrastructure, maps, photos or contact information. If selected properties are known to soon be

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vacant, include those in the review. Determine which properties are ready for occupancy and which need renovation or complete site prep and development. Evaluate the condition, property owner attitude, price competitiveness and other factors to assess true market readiness.

9. Continue to use urban renewal district(s) and associated funding to support development in specific areas, including land assembly, public improvements and other similar efforts.

*[CP.208.1 to CP.208.9 added by Ordinance 11-07, 7-5-11]*

CP.210. Economic Development Recommendations.

1. The City should reevaluate its Plan and zoning designation for its waterfront in light of the decline of the fishing industry. The reevaluation should focus on the waterfront's potential for tourist oriented development. Plan policies and implementing measures should be developed to encourage and promote tourist oriented development of the waterfront. Possible rezonings should include the A-1 area between 6th and 10th Streets, and in the vicinity of the former Samuel Elmore Cannery between Columbia Avenue and 1st Street.
2. The City should evaluate its S-2, General Development Shoreland Zone to ensure that it permits a range of non-water dependent or non-water related uses. Or, the City should consider developing a separate manufacturing or industrial zone.
3. The City should consider allowing the location of small scale manufacturing or cottage industries in its General Commercial Zone, C-3, and Central Commercial Zone, C-4.
4. *[Section CP.210.4 deleted by Ordinance 11-07, 7-5-11]*
5. The City and business community should develop a cooperative program for strengthening and upgrading the core commercial area's competitive position.
6. The City's historic character is one of its major tourist attractions. Historic districts can form the focus for tourist oriented promotion. Therefore, the City should take a more active role in the designation of historic districts.
7. *[Section CP.210(7) deleted by Ordinance 98-04, 5-4-98]*

*[Section CP.210 amended by Ordinance 85-08, 5-6-85]*

## HOUSING ELEMENT

### CP.215. Issues and Conclusions.

#### 1. Vacancy Rates.

Astoria's housing vacancy rates are at an extremely low level. Real estate agents and others with insight into local housing conditions cite the following factors as at least partially causing the lack of housing starts in the 1980's and resulting "tight housing market":

- a. Economic trends and governmental policies on national, regional, and local levels.
- b. The high cost of land and construction relative to market values for both sales and rentals.

Other factors contributing to the low vacancy rate include a shift in household size, resulting in more single-person and single-parent households; the conversion of older houses occupied by several persons or families into single-family housing; an upswing in the economy and modest population growth; the demolition of deteriorating rental housing; and a succession of "boom bust" employers.

Smaller households, older households, and higher housing costs are expanding markets for "alternative housing types" and reducing the demand for traditional large-lot, single-family development. Housing types which will see greater demand include smaller-lot, single-family developments, manufactured housing, clustered single-family housing, two-family housing, condominiums, and zero-lot line houses. Some of these trends are already evident in the form of development and development proposals in Astoria such as the Mill Pond residential development.

North coast trends in second homes and short term rentals reached an average of 20.5% in 2007 with a State average of 2.5%. Astoria was well below this with 1.9%; however, this number is expected to increase over the next 20 years. Housing stock needed to accommodate this trend could change the amount of residentially zoned land needed to accommodate growth through 2027. The Buildable Lands Inventory dated April 2011 addresses this issue in depth and recommends that the City review and revise the assumptions made in the Inventory after the 2010 US Census results are finalized.

*[CP.215.1 amended by Ordinance 11-07, 7-5-11]*

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2. Demolition Versus Rehabilitation.

Approximately 75% of Astoria's housing stock was built prior to 1959, according to the 2000 US Census of Population. Many of these dwellings have been restored; however, there is still a substantial number that are in disrepair. In the past, the City conducted a demolition program to remove dangerous and dilapidated buildings. Several buildings were renovated because of the threat of demolition, which would probably have been allowed to deteriorate otherwise. In the 1980's and 1990's, the Public Works Department managed the demolition program which was ultimately suspended. In July 1994, the City of Astoria, Community Development Department, assumed the administration and enforcement of the building inspection program for property within the City limits of Astoria, excluding the electrical permits program. The City has continued with the program since that date. Management of the dangerous buildings/demolition program is conducted through the building inspection program. In 2011, the City adopted a Property Maintenance/Derelict Building Code to address the problem.

*[CP.215.2 amended by Ordinance 11-07, 7-5-11]*

3. Rehabilitation Program.

A housing rehabilitation program is needed to provide low and moderate income homeowners and landlords with funds to renovate older structures. Grant funds are available through the Oregon Economic and Community Development Department for rehabilitation of low and moderate income units. The City has established a revolving loan fund which continues to provide low cost monies to low income property owners in targeted areas, such as historic districts, or areas with a high incidence of older housing.

*[CP.215.3 amended by Ordinance 11-07, 7-5-11]*

4. Housing for the Elderly.

As Astoria's elderly population grows, it is likely that additional housing designed for older people will be needed. This includes subsidized apartment projects, such as the John Jacob Astor Apartments (342 14th Street), Owens-Adair Apartments (1508 Exchange Street), Astoria Gateway Apartments (2775 Steam Whistle Way), and Meriwether Village (101 Madison Avenue) projects, small residential care facilities throughout the community, and larger congregate care housing projects. The Northwest Oregon Housing Authority is the agency designated to provide HUD Section 8 subsidies and administer other housing support programs. However, other organizations, including the Clatsop County Housing Authority, the Clatsop Community Action Agency, and for-profit corporations, have been involved in providing low cost housing in Clatsop County. Astoria's topography makes development of housing for the elderly difficult, because of the need for stairs and elevators. It is likely that elderly

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housing development will be concentrated in proximity to the downtown area where services are available within walking distance, and where the terrain is relatively flat.

*[CP.215.4 amended by Ordinance 11-07, 7-5-11]*

5. Low and Moderate Income Housing.

Because of the large number of older buildings in Astoria, there is great potential for reuse of existing structures for housing. The John Jacob Astor Apartments and Owens-Adair Apartments projects are both examples of successful renovations. The City could encourage this trend by working with developers, applying for grant funds, and looking for ways of fostering both historic preservation and provision of low cost housing. Organizations, including the Clatsop County Housing Authority, the Clatsop Community Action Agency, Northwest Oregon Housing Authority, for-profit corporations, and other local and regional non-profit groups and public agencies have been involved in providing low cost housing in Clatsop County. County-wide efforts are being made to address the need for workforce housing on the entire North coast.

*[CP.215.5 amended by Ordinance 11-07, 7-5-11]*

6. Manufactured Housing.

The City is required by ORS 197.202 to plan for manufactured homes on individual lots in areas planned and zoned for single-family use. The City has allowed manufactured dwellings in all residential neighborhoods under certain criteria.

*[CP.215.6 amended by Ordinance 11-07, 7-5-11]*

7. Deficit of Residential Buildable Lands.

The Buildable Lands Inventory completed in April 2011 identified a deficit of 15.54 net acres of residential buildable lands. In order to address this deficit, OAR 660-24-0050 requires that the City amend the Plan to satisfy the need deficiency, either by increasing the development capacity of land already inside the boundary or by expanding the UGB, or both.

*[CP.215.7 added by Ordinance 11-07, 7-5-11]*

*[Section CP.215 deleted and amended by Ordinance 91-12, 6-17-91]*

CP.218. Housing Goals.

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1. Provide opportunities for development of a wide variety of housing types and price ranges within the Urban Growth Boundary.
2. Maintain and rehabilitate the community's existing housing stock.
3. Develop housing efficiently to minimize environmental impacts and provide public services in a cost effective manner.

*[CP.218.1 to CP.218.3 added by Ordinance 11-07, 7-5-11]*

CP.220. Housing Policies.

1. Maintain attractive and livable residential neighborhoods, for all types of housing.

*[CP.220.1 amended by Ordinance 11-07, 7-5-11]*

2. Provide residential areas with services and facilities necessary for safe, healthful, and convenient urban living.

*[CP.220.2 amended by Ordinance 11-07, 7-5-11]*

3. Develop residential areas in ways which are consistent with the geographic features so as not to create or trigger geologic hazards. New subdivisions or housing developments should cause minimal earth disturbances and removal of trees.

*[CP.220.3 amended by Ordinance 11-07, 7-5-11]*

4. Encourage planned unit and clustered developments that preserve open space, reduce infrastructure and construction costs, and promote variety in neighborhoods.

*[CP.220.4 amended by Ordinance 11-07, 7-5-11]*

5. Encourage low and moderate income housing throughout the City, not concentrated in one area.

*[CP.220.5 amended by Ordinance 11-07, 7-5-11]*

6. Protect neighborhoods from incompatible uses, including large scale commercial, industrial, and public uses or activities.

*[CP.220.6 amended by Ordinance 11-07, 7-5-11]*

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7. Permit home occupations which generate minimal impacts as an outright use in most cases.

*[CP.220.7 amended by Ordinance 11-07, 7-5-11]*

8. Protect Astoria's historic neighborhoods as significant assets of the City through the Historic Preservation Ordinance, and other City actions that protect individual structures and neighborhoods. Wherever possible, renovate existing structures in lieu of demolition or new construction.

*[CP.220.8 amended by Ordinance 11-07, 7-5-11]*

9. Protect buildings recognized by the Historic Landmarks Commission as having historic significance. Balance this goal with the City's ability and authority to demolish dangerous buildings through its nuisance abatement ordinance.

*[CP.220.9 amended by Ordinance 11-07, 7-5-11]*

10. *[Section CP.220.10 deleted by Ordinance 11-07, 7-5-11]*

11. Support the efforts of the Northwest Oregon Housing Authority (NOHA), Clatsop County Housing Authority, Clatsop Community Action, and other local and regional nonprofit groups and public agencies to provide housing opportunities for low and moderate income persons in the community, and for special needs groups such as the elderly and handicapped.

*[CP.220.11 amended by Ordinance 11-07, 7-5-11]*

12. Encourage the development of the elderly and handicapped housing in the Downtown area, where the terrain is level and services are available within walking distance. Encourage renovation of the second floors of commercial buildings in the Downtown.

*[CP.220.12 amended by Ordinance 11-07, 7-5-11]*

13. In accordance with State law, make special efforts to find areas for manufactured dwellings, possibly through the sale of publicly owned land.

*[CP.220.13 amended by Ordinance 11-07, 7-5-11]*

14. Nonresidential uses, such as public works, churches, schools and fire stations should recognize and respect the character and quality of the area in which they are located and be so designed. Explore alternative sites when such a use places a significant impact on the area.

*[CP.220.14 amended by Ordinance 11-07, 7-5-11]*

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15. Ensure that multi-family developments in primarily single-family neighborhoods are designed to be compatible with the surrounding neighborhood, in terms of scale, bulk, use of materials and landscaping.

*[CP.220.15 amended by Ordinance 11-07, 7-5-11]*

16. Place public utilities such as power, cable TV, and telephone underground in new housing developments. Design above ground facilities such as transformer yards, sewer pumping stations and similar activities to blend in with the residential areas in which they are located.

*[CP.220.16 amended by Ordinance 11-07, 7-5-11]*

17. *[Section CP.220.17 amended by Ordinance 98-04, 5-4-98; deleted by Ordinance 11-07, 7-5-11]*

18. Zone adequate land to meet identified future housing needs for a broad range of housing types, including single-family attached and detached homes, manufactured homes, two-family dwellings, and multi-family dwellings.

*[CP.220.18 added by Ordinance 11-07, 7-5-11]*

19. Encourage the use of sustainable development and building materials including use of energy efficient materials and design principles.

*[CP.220.19 added by Ordinance 11-07, 7-5-11]*

20. Allow for, encourage, and support the development of housing units in conjunction with commercial development (e.g. housing located above commercial uses) to provide diversity and security in commercial areas and a range of housing options.

*[CP.220.20 added by Ordinance 11-07, 7-5-11]*

21. Regularly update the City's inventory of buildable land (ideally every five years) and use it to both identify housing development opportunities and assess the ability to meet future housing needs. If growth is occurring at a different rate than previously predicted, work with the County to update the County's coordinated population forecast and the City's housing needs analysis.

*[CP.220.21 added by Ordinance 11-07, 7-5-11]*

22. Implement strategies to reduce over-dependence or reliance on a small number of lots or landowners to meet the majority of the City's residential land needs.

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*[CP.220.22 added by Ordinance 11-07, 7-5-11]*

*[Section CP.220 deleted and amended by Ordinance 91-12, 6-17-91]*

CP.223.     Housing Tools and Actions.

1.     The City should apply for Community Development Block Grant funds to continue the housing renovation program for low and moderate income households, both for homeowners and renters. A portion of these funds could be targeted toward historic districts.
2.     Work with the Farmers Home Administration (FmHA) or an interested developer to identify funding and location for manufactured home development.
3.     After the 2010 US Census data is complete, and periodically thereafter, review and revise assumptions made in the housing needs analysis and resulting projections based on updated data.
4.     Explore opportunities to exchange large parcels within the UGB for equivalent, alternative areas outside the UGB if areas within the current UGB are not practical future development areas.
5.     Revise zoning requirements to accommodate a variety of housing types as identified in the City's Housing Needs Analysis.
6.     Explore and provide information about opportunities to consolidate buildable land where it will promote more efficient development.
7.     Work with the development community to ensure creation of new housing that meets identified future needs through the policies and strategies identified in this Plan.
8.     Monitor public facility capacity to ensure that proposed new residential developments can be adequately served by water, sewer, transportation, drainage and other public facilities and services, including police, fire and parks.
9.     Update the City's Development Code to expand provisions for accessory dwelling units.
10.    Consider waiving or deferring City fees such as development fees or system development charges for affordable housing projects that meet defined criteria and result in permanently affordable housing.
11.    Support mechanisms and organizations that help reduce the cost of or leverage other monies to develop affordable housing such as community land trusts, housing trust funds or similar entities.

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12. Consider the use of density bonuses or other incentives to encourage the development of affordable housing, consistent with other housing and community goals.
13. Work with other public agencies and/or other organizations to provide or assist in paying for technical assistance for housing projects targeted to households with low or moderate incomes developed by nonprofit organizations.
14. Work with State and Federal agencies, County and local government, as well as other organizations to acquire and bank vacant or underutilized properties, including urban reserve lands, for the future development of housing affordable to households with low and very low incomes.
15. Consider adopting an ordinance requiring replacement of affordable housing in conjunction with closure of manufactured home parks.
16. Negotiate agreements to develop housing affordable to residents with low or moderate incomes on lands to be annexed.
17. Advocate for National and State funding from the National Housing Trust Fund, Oregon Housing Trust Fund, and Lenders Tax Credit.
18. Work proactively with owners of large vacant or underutilized properties to identify opportunities and develop plans to meet future housing needs, including provisions for ensuring a mix of housing types and price ranges in these areas.
19. Conduct sub-area, neighborhood or specific area planning processes to identify opportunities to meet future housing needs.

*[CP.223.1 to CP.223.19 added by Ordinance 11-07, 7-5-11]*

CP.225.     Housing Implementation Recommendations.

1.     Building Inspection/Code Enforcement.

The City has contracted with an independent firm to act as the City's Building Official. The City should have a Building official who could serve as both the Building Official and the Code Enforcement Officer. This person could be responsible for the enforcement of all building related City Ordinances, including a housing code, a dangerous buildings ordinance, nuisance ordinance, and certain aspects of the Development Code, such as signs and flood hazards. A Building official could also administer the Property Maintenance/Derelict Building program, and any City-sponsored rehabilitation or receivership programs.

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In 2011, the City hired a full-time employee as Building Official to administer the programs as noted above.

*[CP.225.1 amended by Ordinance 11-07, 7-5-11]*

2. Housing Rehabilitation Program.

The City should apply for housing rehabilitation funds from the State of Oregon Community Development block Grant Program, in order to continue the revolving loan fund for low and moderate income homeowners whose structures are in need of repair. These loans are typically \$10,000 to \$12,500, with no interest, and are made available to low and moderate income home owners. This revolving loan fund could be administered by the City or could be contracted to another agency, or a private lending institution. Currently in 2011, the City contracts with Community Action Team to administer the program. These programs sometimes are designed to provide low cost rehabilitation funds to rental properties. An agreement must be signed by the rental property owner that would commit them to maintaining rents at an affordable level for low and moderate income renters for a certain period of time. The State provides funding for administration of the program.

*[CP.225.2 amended by Ordinance 11-07, 7-5-11]*

3. Historic Properties Rehabilitation Program.

The City should establish a revolving loan fund for historic properties which would provide low cost funds for the restoration of the exterior of historic properties, possibly using a portion of the revolving loan fund. This could be available for both residential and commercial properties in historic districts and for individually designated historic structures. Funds for this program could possibly come from the State Historic Preservation Office, under its Certified Local Government program, foundations, or local lending institutions. The Oregon Downtown Development Association has provided assistance to some cities for similar programs in downtown areas. This type of program should involve the Astoria Downtown Development Association. One focus of a downtown program could be to renovate the unused second floors of commercial buildings for residential units. A substantial amount of second floor space in the downtown is currently unused. The State has a Rental Rehabilitation Program which could fund renovation of this space for low and moderate cost housing. If subsidies were targeted to this area, building owners could be convinced to invest in renovation and restoration. This would be particularly beneficial if the downtown area receives Historic District status.

4. South Slope Housing Development Program.

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The City should plan and develop City-owned property in the south slope area. This should be done with substantial thought given to the density, type, and mixture of housing, including the possibility of multi-family and mobile home development. The infrastructure could be installed through the use of a Local Improvement District (LID) or a loan from the Farmer's Home Administration (FmHA). Alternatively, the City could contract with a development firm, who would be responsible for the planning and development based on City specifications. Any development in the area should be carried out with respect for the terrain, and should provide substantial amounts of open space. A complete geologic analysis should be done prior to planning and development.

*[Section CP.225 deleted and amended by Ordinance 91-12, 6-17-91]*

CP.230.     Conclusion.

In summary, Astoria is in a position to undertake a comprehensive housing program with the steps outlined above. However, it will require a coordinating staff person and the cooperation of the Public Works/Engineering, Community Development, and Finance Departments. The Historic landmarks Commission should also take an active role in the program. If adopted, the City should form a working group composed of staff members of each affected department to coordinate the program. Administration of a new housing program could be effectively coordinated by the group.

*[Section CP.230 deleted and amended by Ordinance 91-12, 6-17-91; amended by Ordinance 11-07, 7-5-11]*

## HISTORIC PRESERVATION

### CP.240. Background Summary.

The City of Astoria, one of the oldest white settlements in the Northwest, has a wealth of historic structures. The City contains one National Historic District, the Uniontown-Alameda District, and several National Historic Landmark structures and sites.

The City protects identified historic resources through its Historic Landmarks Commission. The City's Historic Properties Ordinance, Development Code Article 6, provides the legal basis for regulating alteration, demolition and moving of historic structures, as well as new construction adjacent to historic structures. The ordinance applies to Historic Districts, to historic landmarks, and to Primary and Secondary structures in proposed districts or other inventoried areas.

The City has an on-going program of historical research of potential districts. Uniontown-Alameda National Historic District was inventoried in 1987, nominated in 1988, and received its designation in 1989. The Hobson-Flavel area was inventoried in 1986 and proposed for nomination in 1988. The Adair's area was inventoried in 1989, and has yet to be nominated. The Downtown area was inventoried in 1990, and has yet to be nominated as a National Historic District. Future projects include Uppertown, Fort Hill, and Alderbrook areas. As funds become available, the City will continue the inventory efforts.

*[CP.240 amended by Ordinance 91-13, enacted June 17, 1991]*

*[CP.245 deleted by Ordinance 91-13, enacted June 17, 1991]*

### CP.250. Historic Preservation Goals.

The City will:

1. Promote and encourage, by voluntary means whenever possible, the preservation, restoration and adaptive use of sites, areas, buildings, structures, appurtenances, places and elements that are indicative of Astoria's historical heritage.
2. Identify and encourage the inclusion of as many qualified buildings and structures as possible on the National and/or State Registry of Historical Sites, and maintain a City register under the stewardship of the historic buildings and sites commission
3. Encourage the application of historical considerations in the beautification of Astoria's Columbia River waterfront.

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4. Actively involve Astoria's citizens in Astoria's historic preservation effort, including the development of a public information and education program.
5. Document the social, economic, cultural, educational and other public benefits to be derived from Astoria historic preservation efforts.
6. Promote appreciation of Astoria's natural resource base, including wooded areas, marshlands, and water-based sites as elements of the City's historic growth and development.
7. Provide appropriate visible recognition of the historical significance of sites, structures, areas (or) elements within the City.

*[CP.250 amended by Ordinance 81-16, enacted November 16, 1981]*

**CP.255. Historic Preservation Policies.**

1. The City will use its Historic Properties Section of the Development Code, an educational and technical assistance program, the tax incentives available at the Federal, State, and local levels, and the cooperative efforts of local organizations as the means to protect identified historic buildings and sites.

*[CP.255.1 amended by Ordinance 91-13, enacted June 17, 1991]*

2. The City will establish procedures for regular financing of historic projects through public and private sources of funds.
3. Historic structures which are tax-foreclosed in the City will be offered to persons committed to restoring them on a homesteading basis. The use of City-owned lands in the vicinity of historic structures or sites will be compatible with the adjacent structures or sites.
4. Historic structures owned by the City or other public bodies will be identified and preserved, and used for purposes that have general public benefit, such as classrooms or community centers. Where appropriate, the City may consider the use of such structures for commercial purposes where a public use is not warranted.
5. Every possible effort will be made to relocate historical structures as an alternative to demolition, and to excavate archaeological sites prior to alteration.
6. The City will make available to property owners information and technical advice on ways of protecting and restoring historical values of private property.

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7. The City of Astoria will review land use activities that may affect known archaeological sites. If it is determined that a land use activity may affect the integrity of an archaeological site, the City of Astoria shall consult with the State Historic Preservation Office on appropriate measures to preserve or protect the site and its contents. Indian cairns, graves and other significant archaeological resources uncovered during construction or excavation shall be preserved intact until a plan for their excavation or reinterment has been developed by the State Historic Preservation Office.

*[CP.255.7 added by Ordinance 91-13, enacted June 17, 1991]*

8. The City will encourage the preservation of significant historic structures within the Gateway Overlay Area, particularly the former railroad depot located at the foot of 20th Street, and the Svenson Blacksmith Shop located at 1796 Exchange Street.

*[CP.255.8 added by Ordinance 98-04, enacted May 4, 1998]*

*[CP.255.4, CP.255.8, CP.255.9, CP.255.10 deleted by Ordinance 91-13, enacted June 17, 1991 and Sections renumbered accordingly]*

## **PARKS, RECREATION AND OPEN SPACE ELEMENT**

### CP.260. Background Summary.

The City of Astoria, with its long history, has developed a system of parks, open space and recreation facilities; its setting at the mouth of the Columbia River offers many recreation opportunities. The City is surrounded by State parks, wildlife, refuges, forest lands, beaches and water areas.

Astoria contains about 90 acres of park facilities, or about 9 acres per 1,000 population. Among these are several proposed parks, including the landfill site, and the site west of the sewer lagoons. The City plans to relocate the ballfields to the former landfill site. Many small neighborhood parks are scattered around the community, with various levels of development or potential. The cities of Astoria and Seaside sponsor the only full public recreation programs in Clatsop County, and include softball, baseball, swimming, basketball, and volleyball. Clatsop Community College offers indoor recreation courses such as dance, tennis, and various exercise classes. The City's recreation program has expanded to its limit at the present time, placing a strain on facilities and personnel.

The inventory contains summaries and plot plans of each City park with recommendations of possible improvements. One project currently under study by the Parks Department and the Public Works Department is the closure of the former landfill site. The old landfill would then be converted to an active recreation facility, which would include ballfields and a stadium. Ideas for waterfront park or open space proposals are contained in the Astoria "Waterfront People Place System" prepared for the City in October, 1977. In addition, the "Astoria Waterfront Master Plan", commonly known as the "Murase Plan", was adopted in 1990. The "Astoria Riverfront Vision Plan" was adopted in 2009. Concepts for various improvements include a small fishing pier in the downtown area, places to sit at platted street ends, bike trails, and paths. Implementation of these Plans would require considerable discussion and additional planning at the time the ideas were pursued. Construction of a River Trail along the former railroad right-of-way began in 1988 with the construction of the 6th Street River Park and with the construction of the first two blocks of River Trail / River Walk between 15th and 17th Streets in 1991. By 2012, the River Trail has been constructed from Smith Point to 53rd Street. Sources of funding for park improvements are available through the U.S. Bureau of Outdoor Recreation, U.S. Department of Housing and Urban Development, the State Highway Division (bike trails), and the State Marine Board (motor-boat related facilities).

Bike and hiking trails are discussed in terms of linking various community facilities as part of a coordinated system. A Trails Master Plan was adopted in April 2006 which included mapping and an inventory of existing trails and potential new trails. The Plan made recommendations on multiple uses of the trail system and made suggestions for future studies concerning mapping and location of trail connections for the City's trails

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system. A large hurricane force storm in December 2007 damaged many of the existing trails and changed some of the problems, issues, and opportunities identified in the 2006 Plan. An updated Trails Master Plan was adopted in April 2013 and included mapping of existing and potential new trails as requested by the public. The Plan made recommendations on trail maintenance and improvements, new trail development, trail design standards and amenities, trail regulations and safety, and trail management and funding.

*[CP.260 Amended by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

CP.265. Conclusions and Problems.

1. As a peninsular community between Youngs Bay and the Columbia River, water related recreation opportunities are abundant.
2. Coastal weather patterns operate as a deterrent to many year-round park usages; increased public demand for indoor facilities strain available resources.
3. The City's severe topography creates dramatic views and forested open space; it also limits the availability of large tracts of flat land for certain types of active recreation facilities such as ballfields. Park maintenance problems are also compounded in steep terrain areas.
4. Astoria's location offers many opportunities for recreation such as hiking, beachcombing, hunting, fishing, and sightseeing. Public transportation to these areas is non-existent, however.
5. The large publicly-owned tracts of forested open space within the City limits reduces the traditional need for major land acquisition programs often required in other communities. Much of the forested areas are not managed for multiple use, including recreation. However, sufficient land is available outside the City for activities such as hunting and hiking.
6. Although the City has many areas being used as parks, many of these areas are not formally dedicated as parks and may therefore be converted to other uses at some time in the future. Parks which are well established and not needed for other purposes need to be offered protection from conversion.
7. The City has limited funds for the construction of new parks and the maintenance of existing facilities. Consideration must be given to the maintenance costs of providing new park or recreation areas.

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8. Many persons who are not residents of the City are placing increasing demands on the City's recreation program. This is primarily due to the fact that the City operates the only public organized sports program in the County.
9. The shrinking enrollment of the Astoria School District may mean the reduction of school properties used for recreation facilities throughout the City.
10. Use of the trail system by motorized vehicles creates conflicts and problems that can be addressed by restricting vehicular uses on trails within the City limits.

*[CP.265.10 added by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

CP.270. Goals.

The City of Astoria will work:

1. To develop a balanced park system.
2. To reflect Astoria's special qualities and characteristics.
3. To avoid duplication of facilities provided by other public and private agencies.
4. To develop additional parks by means of subdivision regulation.
5. To provide or encourage waterfront parks.
6. To provide a reasonable level of recreation program opportunities.
7. To promote general beautification.
8. To continue to plan for park programs.
9. To encourage a system of trails throughout the City.
10. To encourage downtown improvements.
11. To create a central downtown plaza on the site of the American Legion block (Heritage Square) bounded by 11th, 12th, Duane, and Exchange Streets.

*[CP.270.11 added by Ordinance 12-04, 2-6-12]*

CP.275. Policies.

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1. Park planning will recognize the recreation needs of all segments of the population; provide a variety of year-round recreation opportunities, including indoor facilities; be safe, accessible and of aesthetic value to the City; and contribute to the economic and social well being of the community. To the extent possible, park and recreation planning to meet the particular needs of segments of the population should be coordinated with the School District, Community College, and other organizations and groups.
2. Astoria's steep topography operates as a limitation on "large" community-wide park acquisition and development. To the extent possible, large parks for active recreation, such as ballfields, should be integrated with schools grounds and other appropriate public facilities. Playgrounds and tot-lots should be provided to serve distinct neighborhoods, but specific sites need to be selected with care so as not to incur unreasonable maintenance and development costs.
3. The nearby ocean beaches, hiking, picnic and camping facilities along the coast are accessible to Astoria residents with automobile transportation. The plan does not include, therefore, provision of large, community-wide multipurpose facilities. Portions of the City's wooded areas may be appropriate for nature trails, hiking trails, and other natural uses within the City limits. To the extent possible, cooperative arrangements will be continued with such agencies as the Astoria School District, or Community College for shared uses of indoor facilities in lieu of large capital expenditures for separate facilities.

*[CP.275.3 amended by Ordinance 06-05, June 19, 2006]*

4. The City Planning Commission has the responsibility for subdivision approval. Where appropriate, necessary and feasible, the Planning Commission will apply density credits for the provision of common open space and recreation areas within the subdivisions. The Planning Commission may require that such areas be maintained by subdivision homeowners rather than by the public.

5. *[CP.275.5 Deleted by Ordinance 90-19, July 2, 1990.]*

6. The City of Astoria, through Parks and Community Services Department organizes and administers the only publicly sponsored recreation program in the area other than the program sponsored by the City of Seaside. Approximately 20% to 30% of the participants are non-Astoria residents. In view of the popularity of the recreation program, cooperative arrangements should be encouraged with Clatsop County and other jurisdictions for shared program maintenance and supervision costs as an alternative to curtailment of services to non-Astoria residents. Consideration should be given to the formation of a North County Recreation District.

*[CP.275.6 amended by Ordinance 06-05, June 19, 2006]*

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7. Attractively maintained park and recreation areas contribute much to the aesthetics and livability of a community. The City supports the efforts of merchants or other persons to provide landscaping, street trees, or other improvements where feasible.
8. The Parks and Community Services Department, in cooperation with the City's Engineering Department and other agencies, should recommend, and periodically update, a long range park and trail maintenance and improvement program.

*[CP.275.8 amended by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

9. Ways should be explored for the development of hiking and bike trails along appropriate City streets, railway rights-of-way, utility corridors, and park access routes as per recommendations in the Transportation System Plan and the Recreational Trail Master Plan. To the extent possible, such trails will utilize existing City maintained trails and provide linkages to major park lands and other public facilities. Planning for trails must consider such limitations as topography, climate, maintenance and development costs, adjacent landowner concerns, legal access to the trails, and should emphasize intensive use areas.

*[CP.275.9 amended by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

10. To the extent possible, open space, park features and landscaping will be considered in specific downtown redevelopment projects and proposals. Pedestrian shelters, street furniture, and similar improvements can add to the appeal of the City's center.
11. The City of Astoria encourages the Oregon Department of Fish and Wildlife, the Oregon Department of Forestry, and the U.S. Fish and Wildlife Service to establish an Eagle Nest Management Plan for the eagle nest that is located east of Emerald Heights on Federal property (not the same nest as that referred to as "Mill Creek nest").

*[CP.275.11 added by Ordinance No. 81-16, Sec. 1, enacted November 16, 1981.]*

12. The City will continue its efforts to improve public access to the shoreline through:
  - a. The construction of public access points, pathways, and street ends;

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- b. The encouragement of public access projects in conjunction with private waterfront development actions, possibly through the use of local improvement districts and/or grant funds; and
- c. The protection of street ends and other public lands from vacation or sale where there is the potential for public access to the water. The City will work with the Division of State Lands (DSL) to determine the status of submerged and submersible lands adjacent to the City street ends.

*[CP.275.12 added by Ordinance No. 90-19, July 2, 1990.]*

- 13. The City will review proposals for the vacation of public easements or rights-of-way which provide access to water areas. Existing rights-of-way and similar public easements which provide access to the shoreline shall be retained or replaced if they are sold, vacated, exchanged, or transferred. Rights-of-way may be vacated so long as equal or improved access is provided elsewhere. The Planning Commission will review proposals for street vacations in shoreland areas at a public hearing under the quasi-judicial hearings process.

*[CP.275.13 added by Ordinance No. 90-19, July 2, 1990.]*

- 14. The City will consider the improvement of a public access site on Youngs Bay in the vicinity of Tapiola Park. Any improvements must be coordinated with the Astoria Bypass project being proposed by the City and the Oregon Department of Transportation.

*[CP.275.14 added by Ordinance No. 90-19, July 2, 1990.]*

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

*[CP.275.15 added by Ordinance No. 90-19, July 2, 1990.]*

- 16. The City supports the efforts of the Alderbrook Community to develop a neighborhood park on the area west of the sewage lagoons. The park should be used for passive recreation only, including hiking, bicycling, bird watching, and other low intensity uses.

*[CP.275.16 added by Ordinance No. 90-19, July 2, 1990.]*

- 17. The City should consider the development of a mini-park at the 51<sup>st</sup> and Birch Streets site in Alderbrook.

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*[CP.275.17 added by Ordinance No. 90-19, July 2, 1990.]*

18. The City should encourage the Oregon Department of Forestry (ODF) to develop trails and routes on ODF lands for all users but particularly for mountain bike and motorized trail bike use.

*[CP.275.18 added by Ordinance 06-05, June 19, 2006]*

19. The Astoria Column Park should be used as the main trail head for the City trail system. However, additional designated parking areas considered should be located near the Cathedral Tree on Irving Avenue, at the ends of James Street, Franklin Avenue, Spruance Avenue, at Clatsop Community College, at the west end of the River Walk at Smith Point/Port area, and at the proposed new sports complex located at the former Transfer Station (1800 Williamsport Road).

*[CP.275.19 added by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

20. The City trail system use should be limited as follows:

- A. Pedestrian Trails: Pedestrian trails in the City permit foot traffic only. Pedestrian trails include the Clatsop Community College Connector, Richard Fencsak Cathedral Tree Trail, City Water Reservoir Path, Middle School Path, and the Coast Guard Trail.
- B. Multiple-Use Trails:
1. Soft Surface Trails: Bike and pedestrian use are the only allowed uses on soft-surface trails designated as multiple-use. Multiple-Use Soft Surface Trails include new trails that are developed within the Urban Forest.
  2. Hard Surface Trails: Multiple-use trails with hardened surfaces, such as the River Walk, also allow other non-motorized activities such as skateboarding and rollerblading. Multiple-Use Hard Surface Trails include the River Walk, Shively Park, Pipeline Road, and any new hard surfaced trails that are developed within the Urban Forest.
- C. Trail use classifications shall not exclude use by “wheelchairs” as defined in the American With Disabilities Act.

*[CP.275.20 added by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

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21. Trail improvement projects and new trail developments should follow recommendations in the Trails Master Plan for trail design standards and amenities.

*[CP.275.21 added by Ordinance 06-05, June 19, 2006; amended by Ordinance 13-04, May 6, 2013]*

22. The City should develop trail user maps and informational signage for the City Trail System.

*[CP.275.22 added by Ordinance 06-05, June 19, 2006]*

23. The City will create an active, urban downtown park space that will incorporate a wide variety of uses for all downtown visitors and workers, including areas for uses such as picnics, outdoor concerts, movies, chess, workers to have lunch, and other activities.

*[CP.275.23 added by Ordinance 12-04, 2-6-12]*

24. Prohibited uses on all City trails includes the use of firearms, target practice, equestrian use, and use of motorized bikes or other motorized vehicles.

*[CP.275.24 added by Ordinance 13-04, May 6, 2013]*

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## PUBLIC FACILITIES ELEMENT

### SEWER AND WATER SYSTEMS

CP.280. *[CP.280 deleted by Ordinance 91-13, 6-17-91]*

CP.285. *[CP.285 deleted by Ordinance 91-13, 6-17-91]*

**CP.290. Water System Goal and Policies.**

Goal:

To maintain a water system that meets the needs of the existing community and provides for reasonable future growth in the most economical manner.

*[CP.290 amended by Ordinance 11-07, 7-5-11]*

Policies:

1. Increase water rates as needed to fund system maintenance and upgrades independent of regular annual ad valorem taxes.

*[CP.290.1 amended by Ordinance 11-07, 7-5-11]*

2. Prioritize the extension of the water system within the UGB based on cost, efficiency, available resources, or other factors. Ensure that the full costs of water system extensions are borne by those requiring or benefiting from the extension, including equitable costs of future system improvements. Assessments of property along or in the vicinity of the proposed extension should only be levied where there is a demonstrable benefit conferred on the property.

*[CP.290.2 amended and renumbered by Ordinance 11-07, 7-5-11]*

3. Evaluate new industries or proposed developments requiring large quantities of water to determine their impacts on the City's water capacity. Ensure sufficient water capacity during peak demand periods, including that necessary for fire flow needs, prior to approval.

*[CP.290.3 amended and renumbered by Ordinance 11-07, 7-5-11]*

4. Provide future water main extensions to areas within or contiguous to developed areas.

*[CP.290.4 amended and renumbered by Ordinance 11-07, 7-5-11]*

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5. Require that water lines and fire hydrants in new developments be adequately sized or located to serve projected needs in, and in the vicinity of, the proposed development. Where appropriate, the City may agree to share the costs of the extension where it serves the overall development pattern of the area.

*[CP.290.5 amended and renumbered by Ordinance 11-07, 7-5-11]*

6. Provide a high quality of water to the best of the City's economic ability.

*[CP.290.6 amended and renumbered by Ordinance 11-07, 7-5-11]*

7. Support development that is compatible with the City's ability to provide adequate public facilities and services.

*[CP.290.7 added by Ordinance 11-07, 7-5-11]*

8. *[CP.290.12 deleted by Ordinance 91-13, 6-17-91; renumbered by Ordinance 11-07, 7-5-11]*

CP.292. Water System Actions.

1. Periodically revise the water rate structure to maintain excess water system capacity capable of accommodating future growth and promote conservation. The rate revision should take into account the need of large water users, but the cost of water must be equitably distributed along residential, commercial, and industrial users.

*[CP.292.1 amended and renumbered by Ordinance 11-07, 7-5-11]*

2. Develop a water conservation program in recognition of limited excess water capacity. Consider the industrial rate structure and the irrigation program at a minimum.

*[CP.292.2 amended and renumbered by Ordinance 11-07, 7-5-11]*

3. Convene an ad hoc citizens' committee to design and recommend a water conservation program to the City Council.

*[CP.292.3 added by Ordinance 11-07, 7-5-11]*

4. Periodically revise the costs of connecting to the City's water system (water hookup charges) to reflect the City's costs of providing services. Strive to appropriate surplus funds from water revenues to capital improvement projects.

*[CP.292.4 amended by Ordinance 11-07, 7-5-11]*

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5. Adopt a capital improvements program for the water system and update it annually. Outline objectives for annual improvements of the system and tie them to budget line items. At such time, evaluate the water system's cash flow and make rate adjustments to fund system maintenance and upgrades.

*[CP.292.5 amended by Ordinance 11-07, 7-5-11]*

6. Project housing developments to their maximum densities when estimating future demand and impact on the City's water capacity.

*[CP.292.6 added by Ordinance 11-07, 7-5-11]*

7. Continue to pursue Federal or State grants for the improvement of the water system from various agencies.

*[CP.292.7 amended and renumbered by Ordinance 11-07, 7-5-11]*

8. Periodically update the Water Master Plan to ensure the adequate provision of water services for the next 20 years.

*[CP.292.8 added by Ordinance 11-07, 7-5-11]*

**CP.295. Sewer System Goal and Policies.**

Goal:

To maintain a sewer system that meets the needs of the existing community and provides for reasonable future growth in the most economical manner.

*[CP.295 amended by Ordinance 11-07, 7-5-11]*

Policies:

1. Increase sewer rates (in conjunction with water rates) to fund system maintenance and upgrades independent of regular annual ad valorem taxes.

*[CP.295.1 amended by Ordinance 11-07, 7-5-11]*

2. Ensure that the full costs of sewer system extensions will be borne by those requiring or benefiting from the extensions. Assessments of property along new extensions must be based on the benefit conferred to that property. Assessment policies will recognize the resource value of forest lands, farmlands, and wetlands.

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*[CP.295.2 amended and renumbered by Ordinance 11-07, 7-5-11]*

3. Evaluate new industry or proposed developments which have large sewage disposal requirements to determine their impact on the City's treatment capacity, and the collection system in the area. Demand on collection line and treatment plant capacity should take into account the impact on future growth in the area.

*[CP.295.3 amended and renumbered by Ordinance 11-07, 7-5-11]*

4. Maintain a capital improvements program for the sewer system.

*[CP.295.4 amended and renumbered by Ordinance 11-07, 7-5-11]*

5. Require that sewer lines be adequately sized to serve projected needs in, and in the vicinity of, proposed developments. The City may agree to share the costs of larger extensions where it serves the overall development pattern of the area.

*[CP.295.5 amended and renumbered by Ordinance 11-07, 7-5-11]*

6. *[CP.295.6 deleted by Ordinance 11-07, 7-5-11]*

7. Maintain a treatment system that meets State and Federal wastewater discharge standards.

*[CP.295.7 amended and renumbered by Ordinance 11-07, 7-5-11]*

*[CP.295.7 deleted by Ordinance 11-07, 7-5-11]*

CP.296. Sewer System Actions.

1. Periodically revise the costs of connection to the City's sewer system (hookup charges) to reflect the costs of providing service to new customers. Distribute the cost equitably among domestic, commercial, and industrial customers based on their use of the system.

*[CP.296.1 amended and renumbered by Ordinance 11-07, 7-5-11]*

2. Project housing developments to their maximum densities when estimating future demand and impact on the City's sewer capacity.

*[CP.296.2 added by Ordinance 11-07, 7-5-11]*

3. Adopt a capital improvement program for the sewer system and update it annually. Outline objectives for annual improvements of the system and tie them

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to budget line items. At such time, evaluate the sewer system's cash flow and make rate adjustments to fund system maintenance and upgrades.

*[CP.296.2 added by Ordinance 11-07, 7-5-11]*

*[CP.296 Tables deleted by Ordinance 11-07, 7-5-11]*

**CP.297. Stormwater Drainage System Goal and Policies.**

Goal:

To maintain a storm drainage system that can meet the needs of the existing community and provides for reasonable future growth in the most economical manner.

*[CP.297 added by Ordinance 11-07, 7-5-11]*

Policies:

1. Ensure that the full costs of stormwater drainage system extensions will be borne by those requiring or benefiting from the extensions. Assessments of property along new extensions must be based on the benefit conferred to that property. Assessment policies will recognize the resource value of forest lands, farmlands and wetlands.
2. Carefully evaluate new industry or proposed developments which have large stormwater disposal requirements to determine their impact on the City's treatment capacity, and the collection system in the area.
3. Future major stormwater drainage system extensions will be aimed at the infilling of vacant lands within the City.
4. Require that stormwater drainage pipes be adequately sized to serve projected needs in, and in the vicinity of, proposed developments. The City may agree to share the costs of larger extensions where it serves the overall development pattern of the area.
5. Maintain a treatment system that meets State and Federal stormwater standards.
6. Support development that is compatible with the City's ability to provide adequate public facilities and services.
7. Prioritize the extension of the storm drainage system within the UGB based on cost, efficiency, available resources or other factors.
8. Take steps to minimize adverse impacts from construction site erosion and other

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sources of erosion and sedimentation in natural drainage ways and stormwater drainage facilities.

*[CP.297.1 to CP.297.8 added by Ordinance 11-07, 7-5-11]*

CP.298.     Stormwater Drainage System Actions.

1.     Continue to pursue Federal or State grants for the improvement of the stormwater drainage system from various agencies.
  
2.     Create and/or periodically update the Stormwater Drainage System Management Plan to ensure the adequate provision of stormwater services for the next 20 years.

*[CP.298.1 to CP.298.2 added by Ordinance 11-07, 7-5-11]*

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FIRE AND POLICE PROTECTION

CP.300. *[CP.300 deleted by Ordinance 91-13, 6-17-91]*

CP.305. *[CP.305 deleted by Ordinance 91-13, 6-17-91]*

CP.310. Fire and Police Protection Policies.

1. The City will work toward the maintenance of an Insurance Services Organization (ISO) Public Protection Classification of a rating of 5 or better through continued improvements in the fire training program, fire prevention program, increased staffing through the firefighter volunteer and intern programs, and improvements to the City's water system.

*[CP.310.1 amended by Ordinance 11-07, 7-5-11]*

2. Location of the City's next fire station should be on the crest of the hill or on the south side in order to provide better protection to those areas.
3. Major new developments locating on the waterfront should be carefully evaluated in terms of the adequacy of fire protection; plans for such developments must be submitted to the Fire Chief and the State Fire Marshall for their approval.
4. New uses on the waterfront, such as reuse of the grain elevator or installation of new shrimp processing machines, must be evaluated by the Fire Chief and the State Fire Marshall to determine their impact on fire protection strategies and fire flow requirements in the area.
5. Prior to annexation of Tongue Point and other Port areas, the City should determine the costs of providing additional fire and police services, and weigh them against the tax revenues or in-lieu-of-tax revenue. Benefits accruing to the City from such operations must be equitable in terms of all City services. The Port will be encouraged to provide fire protection funds for waterfront operations.

*[CP.310.5 amended by Ordinance 11-07, 7-5-11]*

6. The City should investigate Federal funding sources to offset the impacts of expanded Coast Guard operations in Astoria, particularly if additional housing growth in the east side necessitates additional fire and police protection. It should be noted that fire and police protection, unlike other City services, does not rely on user fees or hookup charges for support.

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SOLID WASTE, SCHOOLS, COMMUNICATIONS, AND HEALTH SYSTEMS

CP.315. *[CP.315 deleted by Ordinance 91-13, 6-17-91]*

CP.320. *[CP.320 deleted by Ordinance 91-13, 6-17-91]*

CP.325. Solid Waste Goal and Policies.

Goal:

Reduce solid waste in the community.

*[CP.325 amended by Ordinance 11-07, 7-5-11]*

Policies:

1. The City will continue to support the curbside recycling program operated by a private contractor throughout the City.

*[CP.325.1 amended by Ordinance 91-13, 6-17-91]*

*[CP.325.2 to CP.325.5 deleted by Ordinance 91-13, 6-17-91]*

CP.326. Health Systems Goal and Policies.

Goal:

Ensure the City has adequate health care facilities and services.

*[CP.326 added by Ordinance 11-07, 7-5-11]*

Policies:

1. The City will work pro-actively with hospital and other health care facilities to ensure that comprehensive health care facility planning is included within the future land need assessment in order to provide for future healthcare needs for Astoria.
2. If detailed analysis indicates that insufficient land is available to accommodate needed facilities within the Urban Growth Boundary (UGB) for the 20 year planning period, the City will assist hospital and other health care facilities in identifying suitable sites for needed facilities adjacent to the Astoria UGB. This review must be consistent with Statewide Planning Goals 11 and 14.

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3. If detailed hospital and other health care facilities planning goes beyond the 20 year planning horizon, land corresponding to the additional land need calculations can be added to the UGB at a future time when it can be justified.

*[CP.326.1 to CP.326.3 added by Ordinance 11-07, 7-5-11]*

CP.327. Schools Goal and Policies.

Goal:

Ensure the City has adequate school facilities and services.

*[CP.327 added by Ordinance 11-07, 7-5-11]*

Policies:

1. The City will work pro-actively with the school facilities and services to ensure that comprehensive educational facility planning is included within the future land need assessment in order to provide for future educational needs for Astoria.
2. If detailed analysis indicates that insufficient land is available to accommodate needed facilities within the Urban Growth Boundary (UGB) for the 20 year planning period, the City will assist the school facilities and services in identifying suitable sites for needed facilities adjacent to the Astoria UGB. This review must be consistent with Statewide Planning Goals 11 and 14.
3. If detailed school facilities and services planning goes beyond the 20 year planning horizon, land corresponding to the additional land need calculations can be added to the UGB at a future time when it can be justified.

*[CP.327.1 to CP.327.3 added by Ordinance 11-07, 7-5-11]*

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ASTORIA PUBLIC LIBRARY

CP.330      Background Summary.

Located in the exact center of a circle extending ten miles in each direction is the Astoria Public library, the only City library north of Seaside and west of Clatskanie. It loans books and other library materials free to all residents of the City with borrowers cards. Families and individuals living beyond the City limits may have borrowing privileges upon payment of \$35.00 per year. Regardless of place of residence, the library is a comfortable, friendly center of relaxation in the heart of downtown Astoria – a resting place with rest rooms.

The library collections number about 67,000 books, 3,000 audio materials, 500 video cassettes, 100 framed art prints, 200 magazine titles, 400 reels of local and Portland newspaper microfilms, and complete collections of Oregon topographic maps, Astoria City directories and Sanborn fire insurance atlases. Its Astoriana collection of local history and Northwest Americana includes rare books dealing with the exploration and settlement of the area as well as a card file and computer index to local newspapers from 1873 to the present (with a gap from 1946 to 1969). In April 1990, the value of the collections was estimated to be \$1,273,500.

The building, built in 1967 and named the Astor Library to commemorate the City's founder, John Jacob Astor, provides about 8,000 square feet of space on the main floor and about 1,600 square feet of mezzanine space. Sited on the western half of the block which features City Hall on the northeast corner, a parking lot for library use provides spaces for 17 vehicles, one being designated for handicapped use. The full basement is unfinished.

The staff includes the Library Director plus three full-time and two half-time assistants and three part-time pages. Volunteers are used for special projects. Normal operating time is 72 hours per week – longer than any other public library in Oregon.

*[CP.330 amended by Ordinance 91-13, 6-17-91]*

CP.335.      Problems.

1. In the 23rd year of the new building, the feeling of spaciousness once felt has vanished. Pieces of old furniture stored in the basement have been brought up for use, and equipment to meet new needs has been added.

*[CP.335(1) amended by Ordinance 91-13, 6-17-91]*

2. The staff spends time every day telling people they can't borrow books unless they pay a non-resident fee. Although North Clatsop Library District was formed

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four years ago to contract with this library for free access to our collection, voters turned down a tax proposal to fund it.

*[CP.335 amended & renumbered by Ordinance 91-13, 6-17-91]*

3. Interlibrary loans among school libraries and Seaside Public Library and Clatsop College Library is possible, but time consuming to verify holdings by telephone.

*[CP.335.3 added by Ordinance 91-13, 6-17-91]*

4. Local history, especially genealogy and "when was my house built?", is important to a public library. People often spend hours searching unsuccessfully for information in newspaper microfilm files.

*[CP.335.4 renumbered by Ordinance 91-13, 6-17-91]*

5. Library architects had the handicapped in mind when they provided a level entrance from the parking lot. Standards for meeting needs of handicapped people have risen since then. Special concerns are the difficulty of using entrance and exit doors and lack of handholds in restrooms.

*[CP.335.5 amended and renumbered by Ordinance 91-13, 6-17-91]*

*[CP.340.1 to CP.340.6 deleted and replaced by Ordinance 91-13, 6-17-91]*

CP.340. Recommendations.

1. To relieve overcrowding of the present building, expansion should be considered, especially if population of the City increases or if service contracts are made with the rural library district or other governmental entities. The Library Board has expressed interest in the City acquiring the vacant hotel next door. With some imaginative remodeling, the first floor of both buildings could be joined and used effectively. Upper floors could be joined with City Hall to expand office space. If however, the City doesn't wish to purchase the building, the library should expand into its unfinished basement, although experience shows there is little public enthusiasm for basement living.

*[CP.340.1 amended by Ordinance 91-13, 6-17-91]*

2. The North Clatsop Library District comprises all of the County north of the Seaside and Jewell school districts except the City of Astoria. If it is unable to win a funding election, perhaps it should be dissolved and contracts could be funded by individual school districts, although the portions of Astoria School District lying outside the City might have to form a separate library district. Probably none of these changes will be considered until after voting funds for a regional aquatic and recreational building has tried.

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*[CP.340.2 added by Ordinance 91-13, 6-17-91]*

3. The librarians in all types of libraries in Clatsop and Columbia counties are currently planning to form a consortium to receive grants to fund a giant computer system which would link all member libraries.

*[CP.340.3 added by Ordinance 91-13, 6-17-91]*

4. The newspaper index gap is slowly being filled, and the Historic Landmarks Commission is steadily making progress in getting City and State funds to perform historic resource inventories for City neighborhoods. These efforts and others, such as indexing City Council minutes, should be encouraged.

*[CP.340.4 added by Ordinance 91-13, 6-17-91]*

5. Needs of the handicapped should be studied. Restroom hand holds are likely to be addressed during this year, but cost of installing automatic doors which would also meet fire exit regulations is probably too much with a major overhaul of the library.

*[CP.340.5 added by Ordinance 91-13, 6-17-91]*

*[CP.340.1 to CP.340.6 deleted and replaced by Ordinance 91-13, 6-17-91]*

## TRANSPORTATION

CP.345. *[Section CP.345 deleted by Ordinance 91-14, 6-17-91.]*

CP.350. *[Section CP.350 deleted by Ordinance 91-14, 6-17-91.]*

CP.355. Transportation Goals.

The City will work toward:

1. The maintenance of a safe and efficient transportation system;
2. The provision of several types of transportation, including public transit, bicycle and pedestrian systems;
3. The implementation of the 'Murase Plan' for waterfront revitalization.

*[Section CP.355(3) amended by Ordinance 91-14, 6-17-91.]*

4. The reduction of traffic congestion on Marine Drive and in the downtown area;
5. The conservation of energy in transportation by encouraging forms other than private vehicles;
6. The continued support of transportation for disadvantaged persons, such as wheelchair ramps in the downtown area and the senior citizen bus;
7. The coordination of transportation with land use designations, especially along the Columbia River shoreline;
8. The support of economic development activities through the improvement of the transportation system; and,
9. Cooperation with other agencies involved in transportation, including the Port of Astoria, the Oregon Department of Transportation, the State Highway Division, Clatsop County, and the Public Utility Commission.

**CP.360. Transportation Policies.**

1. The City will continue to support public transportation for all segments of the community.  
*[Section CP.360(1) amended by Ordinance 91-14, 6-17-91.]*
2. The City will evaluate proposals for the vacation of public rights-of-way to ensure that public access to the waterfront is not restricted.

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*[Section CP.360(2) amended by Ordinance 91-14, 6-17-91.]*

3. Installation of new railroad crossings and maintenance of existing crossings will be carried out in a manner that avoids disruption of downtown business or public access.

*[Section CP.355(3) amended by Ordinance 81-16, 11-16-81.]*

4. The City supports the efforts of the State Highway Division to construct the Highway 30 Bypass.

*[Section CP.360(4) amended by Ordinance 91-14, 6-17-91.]*

5. North Tongue Point is in the Urban Growth Boundary as a most suitable site for deep draft cargo handling. South Tongue Point is primarily designated for medium draft, small to medium sized water-dependent uses and limited areas of non-water-dependent uses. Areas of South Tongue Point which are not suited for water-dependent development are designated General Development. The transportation implications of these sites designations are significant, in that much of the train and vehicle traffic that would otherwise pass through the City will be diverted to the east.

*[Section CP.360(5) amended by Ordinance 91-14, 6-17-91.]*

6. Improvements to Marine Drive must not separate the downtown area from the waterfront in terms of commercial development potential or public access.
7. Land use or zoning designations will attempt to discourage "strip development" by concentrating high traffic generators in certain areas while recognizing the City's land limitations.
8. Access along arterial streets and highways will be limited to existing side streets wherever possible, or to common access points. The clustering of commercial uses will be employed in new, larger developments, and proper traffic control will be provided by the developer as the City Engineer may deem necessary. The District Engineer of the State Highway Division will be asked to comment on all new access proposals along State or Federal routes.
9. The shorelands and estuary use designations will take into account those areas that are especially suitable for water-dependent activities, such as port areas. Deep water channels are considered a valuable transportation facility that must be protected.
10. The City will work with the Port and the Oregon Department of Transportation to obtain air passenger service to the area.

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11. The City will continue to cooperate with the downtown merchants or other group to provide additional parking in the central business district.
12. The "People Places" concept is recognized as a user of the City's transportation system. The City will continue to support the "People Places" concept through the provision of street rights-of-way, application for funding for construction of facilities, and the use of zoning regulations to insure continued public access to the waterfront. Private developers should be encouraged, and in some places required, to provide public access in conjunction with new development.

*[Section CP.360(12) amended by Ordinance 91-14, 6-17-91.]*

13. The City will consider the use of its bike and trail route allocation (\$8,375 in 1978) when enough funds are available to complete a project. An ad hoc committee should be appointed to make recommendations on possible projects to the Planning Commission and City Council. The City will coordinate its efforts with the Clatsop County Bike Route Committee.

*[Section CP.360(13) amended by Ordinance 91-14, 6-17-91.]*

14. The City will cooperate with the State Highway Division in the protection and improvement of the Oregon Coast Bike Route.

*[Section CP.360(14) added by Ordinance 81-16, 11-16-81.]*

15. The City will coordinate any future street construction or realignment affecting the Oregon Loop Bicycle Route, the Trans-America Bike Route, and the Coastal Bike Route with the State Highway Department.

*[Section CP.360(15) added by Ordinance 81-16, 11-16-81.]*

CP.365. Street Policies.

1. All streets in the City and in the Urban Growth Boundary will be constructed to City standards. City street standards will be made available by the City Engineer's office upon request.
2. The City will accept privately constructed streets into the City street system only after they have been improved to City standards.
3. Adequate storm drainage will be provided in all street construction projects, both public and private. The City Engineer will review the placement and sizing of all storm drainage facilities. Existing natural drainageways will be used wherever possible, but their adequacy for drainage will be evaluated by the City Engineer as part of all subdivision or development requests.

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4. The potential for geologic hazards will be considered in all street construction projects. The City Engineer may require site specific geologic investigations by a registered engineering geologist, soils engineer, or other qualified person prior to street construction.
5. The City may reduce its street width standards where appropriate because of landslide potential. In such cases, the removal of trees and the use of cut and fill construction techniques will be minimized. Streets in new developments will conform to the topography of the land wherever possible.
6. Where public rights-of-way are not needed or feasible for future street extensions or utility easements, first consideration should be given to their use as buffers, pocket parks, walking trails, or other natural uses, particularly in residential areas.
7. The inclusion of bike lanes or separate bike paths will be considered in the construction or major improvements of all arterial and collector streets where feasible.
8. The City will continue to evaluate street improvement projects based on the Engineer Department's street repair priority ranking system. The City will develop an annual work program for street repair based on this system and available resources.

CP. 370. *[CP.370 deleted by Ordinance 91-14, 6-17-91.]*

## AIR, WATER, AND LAND QUALITY

CP. 375. *[Section CP.375 deleted by Ordinance 91-14 dated 6-17-91.]*

CP. 380. *[Section CP.380 deleted by Ordinance 91-14 dated 6-17-91.]*

CP.385. Policies.

1. The City will work to maintain the quality of its estuarine waters through participation in an estuary-wide planning effort and through policies of its Comprehensive Plan.
2. The City will cooperate with the State and Federal governments to maintain a high standard of drinking water to the best of its economic ability.
3. The City will work to control soil erosion and sedimentation of its surrounding waters by the use of controls including Development Code standards to minimize erosion and sedimentation during all phases of construction and land alteration, and to manage stormwater after construction.

*[Section CP.385(3) amended by Ordinance 04-07, 10-04-04]*

4. It is the policy of the City to support and encourage the construction of the U.S. 30 - Fernhill Bypass in order to reduce congestion and air pollution in downtown Astoria.
5. The City, as part of the Clatsop County Solid Waste District, will continue to cooperate in the establishment of a regional landfill site.
6. The City will insure that the actions it takes are consistent with appropriate State and Federal environmental quality standards.

*[Section CP.385(6) added by Ordinance 81-16, dated 11-16-81.]*

## **GEOLOGIC AND FLOOD HAZARDS**

### CP.390. Background Summary.

The area on which the City of Astoria is located has experienced many earth slides throughout its history. The sharp escarpment on the north side and near the top of the main ridge indicates that a major movement of land took place many years ago. These areas gradually returned to an appearance of stability, but several major slides have occurred in recent years. The most damaging slides have been the West Commercial Street and the Irving Street slides. Some 50 homes were destroyed or displaced in these slides. Most of these slide areas are in a siltstone and claystone sedimentary rock unit (TOMS), although a basaltic sill (an igneous rock outcropping) underlies Coxcomb Hill, Clatsop Community College, and an area in the western part of the City. Even in these basaltic areas, landslides have been recorded on steeper slopes.

There are two types of slides common to Astoria: 1) the shallow earth slippage, generally not more than two feet in depth, caused by sudden saturation, freezing and thawing, or erosion of cover material. 2) the deep (and much more serious) landslide caused by rotation or movement along a slippage plane caused by water pressure build up within the earth, often as a result of excavation. Installation of drainage systems, and weighting down of the "toe" of the slide by rock fill are the most common means of correcting landslides, although these are often just stopgap measures. Preventing construction in landslide areas is the best deterrent.

Earthquake hazards are not common in coastal Oregon, but a fault line does run in a northeasterly direction past Tongue Point. An earthquake of intensity IV (Mercalli Scale) was recorded on July 23, 1938; with its epicenter near Astoria. The main concern with earthquakes in this area is their potential for triggering landslides. Flood hazards exist only in a small portion of the City, near the Alderbrook area. One hundred year flood elevations are generally about 13 feet. The City has enacted a Flood Prevention Ordinance as part of the Federal Flood insurance Program, which requires new structures to have their first floor joists at least a foot above this level.

### CP.395. Conclusions and Problems.

1. Since 1950, it is estimated that sixty to seventy homes have been seriously damaged by earth movement. The resulting cost to the various owners is estimated to be between 500,000 and 1,000,000 dollars. Cost of street and utility repairs is estimated to be over \$2,000,000.
2. The City of Astoria has a variety of means of dealing with geologic hazards: the Engineering Department has detailed information on recent landslides (during the last 50 years); the City has acquired, though the years, much of the active landslide areas on the north slope; the City Engineer, land agent and Building official all have access to geologic data. It is used in public works, for land sales,

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and for the issuance of building permits. The City and other public agencies own most of the lands on the south slope.

3. The City has made good use of landslide areas on the north side by purchasing land, and converting the slide area into parks or open space. Areas of known landslide potential are not permitted to be sold.
4. The City has an opportunity, through the use of undeveloped public property, to control how new subdivisions are designed, thereby reducing landslide hazards. These methods including the platting of streets and utility lines along land contours, the requirement of complete storm drainage systems, and the evaluation of the land prior to development by qualified engineering geologists or other qualified persons. Many of these steps can also be taken with regard to private development through the use of the City's land division ordinance.
5. Geological information indicates that the bedding planes under Astoria generally dip toward the south, and that the landslide potential on the south slope (which is mostly undeveloped at present) could be considerable as development increases. Great care should be taken to insure this area does not experience the same problems encountered on the north slope of the City.
6. The City's major flood hazard area is a small portion of Alderbrook, with small areas around the streams on the south slope. The City has enacted a Flood Hazard Ordinance (Ord. 09-03) and participates in the Federal flood insurance program.
7. The Federal Flood Insurance Program does not presently cover landslides or mudslides, although these hazards are closely related with the high rainfall and resulting storm water runoff in the Astoria area. The City is pursuing the possibility of including landslides and mudslides in the program, with the assistance of the Congressional delegation.

CP.400. Geologic and Flood Hazard Policies.

1. The City will take reasonable precautions to protect life and property from natural hazards or disasters, through the use of the City Flood Hazards Ordinance (Ord. 09-03), the Uniform Building Code, and the policies for the management of geologic hazard areas.
2. Where it appears a landslide, or other earth movement hazard may be present, the approval of the City Engineer will be obtained before a building or development permit is issued. The City Engineer and/or Planning Commission may require a site investigation and report by a City approved licensed engineering geologist or soils engineer in such cases.

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3. The City Engineer will file copies of all geologic and soils reports which are submitted, and be prepared to furnish copies of them to interested persons at the cost of reproduction.
4. Land divisions in areas of steep slopes, unstable soils, weak foundation soils, or landslide potential will be permitted only after a favorable site investigation report has been completed. The Planning Commission will submit site investigation reports to the City Engineer for evaluation. Recommendations of the City Engineer will be used in the review of land division requests. The Planning Commission may require changes in proposed subdivision plats based on the City Engineer's recommendations. Site investigation reports will be filed in the office of the City Engineer, and used in the evaluation of future building permits within the development.
5. The City Engineer and/or Planning Commission may require the submission of detailed topographic maps in steep slope areas, indicating the location of drainages, springs or other natural features. Detailed drainage plans showing the location of proposed storm water disposal will be a part of building permit or land division applications.
6. Clustering of development on stable or less steep portions of sites is encouraged in order to maintain steeper slopes in their natural condition.
7. General development policies for areas of steep slopes will be as follows:
  - a. Construction excavation will be held to the minimum necessary to build footings efficiently.
  - b. Removal of vegetation will be kept to the minimum necessary for the placement of roads, utilities, and structures. Erosion control measures as required by the City Engineer will be employed during and after construction.
  - c. Access roads and driveways will be constructed with a minimum amount of grading.
  - d. No development will be allowed to block stream drainages in any area or divert storm water across adjacent property.
8. Guidelines for site investigation reports will be provided by the City Engineer's office. The individual site reports will generally indicate where construction may take place without enhancing earth movement hazard, the location of feasible building sites, the location of evidence of potential or past earth movement, the recommended method of construction. Where necessary, the City Engineer may require certification by a professional engineer or architect accompany building plans.

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## ENERGY CONSERVATION

### CP.405. Background Summary.

Astoria, like most communities in the State, relies on numerous types of energy to supply the needs of homes, businesses, vehicles and public buildings. These include electricity, both hydroelectric and thermal, fuel oil, natural gas, propane, wood, and the sun. Electricity is the most widely used residential energy in the City, with 4,138 residential customers. It is estimated that 20 to 25 percent of these customers use electrical power to heat their homes. Fuel oil accounts for the largest fraction of home and business heating needs in Astoria, with over 2,000 accounts scattered among four main suppliers. The Natural Gas Company lists approximately 1,200 accounts in the City. Propane dealers have about 60 accounts in the City. It is estimated that about one percent (40 to 50) of Astoria's homes are heated primarily by wood. There are no solar heated buildings in Astoria at the present time.

Because of the availability of cheap hydropower throughout the northwest, electricity has long been a favored source of energy for a variety of purposes. However, it appears the low rates (2.4¢ per kilowatt for residences after a base rate of \$3.00) are proposed to be raised as a result of changes in Federal law pertaining to BPA. Additionally, much of the electricity now used in the PP&L system is generated by thermonuclear plants at Ranier and Hanford reservation, and is considerably more expensive than hydropower.

Fossil fuels are the largest energy source in the City if heating oil and gas and oil for vehicles are lumped. Oil prices have been increasing between 10 and 15 percent per year, even though Alaskan oil production has created a "glut" of oil on the west coast. The climate of Astoria and the rural lifestyle of the region are not conducive to the maintenance of a transit system that can appreciably reduce vehicle use. The City has a bus system and a senior citizens bus. Like most communities, they are not self-supporting.

Both the electric and natural gas companies have energy conservation programs, including no-interest loans in the case of PP&L. "Winterization" loans are available through private lenders and the Area Agency on Aging.

### CP.410. Conclusions and Problems.

1. In terms of land use, the City's power corridors and substations are sufficient to meet the needs of community growth in the foreseeable future.

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2. Efforts to revive the old PP&L generation plant on Youngs Bay have not been successful, due to the condition (or lack) of equipment and the costs of pollution control. The site is thought to be a prime industrial location. Its value is estimated by PP&L to be \$750,000.
3. PP&L hopes to eventually consolidate its various substations into one location, the former BPA substation at Olney and old U.S. Hwy. 101 north of the Yacht Club. The two small substations at 9th Street and at Ferry Street would then be available for other uses.
4. The City, as of January 1, 1979, is under the Energy Conservation Amendments to the Uniform Building Code (Chapter 53), which requires significant changes in the amount of insulation in buildings, particularly in roofs. The standard for roof insulation has been increased by more than 50%, from R-19 to R-30.
5. Several programs are available for insulation and other "winterization" loans or grants: the electric and natural gas utilities, the private lenders, and Farmers Home Administration (FmHA) all have loan programs. The Area Agency on Aging and the FmHA also have limited grant programs for low income elderly homeowners. The Northwest Oregon House Association (NOHA) has a long term no interest loan program for low income homeowners for major home repairs.
6. It appears that Astoria residents are well aware of the need for insulation, particularly since a large majority of the dwellings in the City were built prior to 1939. Insulation was identified as the primary concern of residents interviewed during the 1977 housing survey, with 25% of all respondents indicating such a need.
7. The City's compact form contributes to energy conservation by not extending public facilities (water or sewer lines) in a linear fashion; much of the future development is serviceable by gravity sewer lines, is surrounded by existing development (Vista Park) or is adjacent to the City (Tongue Point).
8. The City contributes annually to both the local bus system (TBR, Inc.) and the Area Agency on Aging, which operates a senior citizens bus. Although neither of these have heavy use, they offer an alternative to the use of private vehicles.
9. None of the buildings in Astoria are primarily solar heated at present, although interest in this form of energy is increasing. A recent study by the Oregon Department of Energy indicates that the northwest, and the coast particularly, are very suitable for the use of solar energy because of the region's mild climate. The application of solar energy to residential, commercial, and industrial purposes is projected to increase steadily over the next twenty years.

CP.415. Energy Goals.

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The City will:

1. Work toward the conservation of energy in public facilities and services, especially the extension of sewer and water service and streets;
2. Adopt policies and standards in the Comprehensive Plan and Land Use Ordinances designed to conserve energy in land development;
3. Encourage the use of solar energy wherever possible through the layout of new subdivisions, and through flexible application of the Uniform Building Code;
4. Continue to support the public transportation system and the senior citizens bus; and
5. Discourage "strip development" through the provision of parking facilities in the downtown area where people can park in one place and walk to various destinations.

CP.420. Energy Policies.

1. The City will provide sufficient buildable land area for multi-family dwellings, and will encourage the clustering of developments wherever possible in order to conserve energy.
2. The City will consider the long-term energy costs of public facilities extensions or improvements, and whenever possible will use non-energy consumptive methods such as the aerobic sewage treatment lagoons and gravity sewer lines. Environmental benefits of additional treatment of the City's drinking water or sewage effluent must be weighed against the environmental costs of using more energy.
3. The City will encourage the establishment of a community recycling center by a service club, volunteer organization or other group. Consideration will be given to the use of City property where it does not conflict with established uses or the surrounding neighborhood.

## FOREST RESOURCES

CP.425. Background Summary.

According to ownership records of lands within the City, the eastern portion of Astoria is dominated by a large contiguous forested area composed of the following ownerships:

(Approximate acreages)	
City of Astoria	530 acres
State of Oregon	650 acres
Clatsop County	250 acres
U.S. Government	80 acres
Private ownerships	<u>70 acres</u>
Total forest lands	1,580 acres

The City's forests are predominantly Spruce and Hemlock rather than Douglas Fir, which indicates a rich and moist forest ecosystem which produces large and fast growing timber. Douglas Fir probably once predominated, but was logged when the City was first established. It is being planted in clearcut areas and is showing good growth rates of 1 to 3 feet growth per year.

Information supplied by the State Department of Revenue shows that most of these forest lands are in Site Class I, particularly at higher elevations. Class II lands are found toward the lower elevations along Youngs Bay and the John Day River Valley. It is determined that all of these 1,580 acres are Site Class I (USFS site class system). Soils associations in this area are predominantly Tolovana association, and to a lesser extent the Walluski-Knappa association. Much of the lands within this area are of steep slopes, ranging up to 60 percent in some places.

The present use of these forest lands is timber production. It has long been the policy of the City that certain tracts of these lands would eventually be converted to urban uses where the topography permits.

*[Paragraph amended by Ordinance No. 82-08, Sec. 7, enacted October 18, 1982.]*

Encroachment of residential development into the forested area has occurred on the Scandinavian Cannery Road (County Road 283), in the Emerald Heights (Navy Heights) area during World War II, and in the Williamsport area. The latter may witness considerable growth when the sewer interceptor is extended in 1981.

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The City also owns approximately 3,000 acres of lands in its watershed approximately 12 miles east of town, which it manages for water production.

CP.430. Conclusions and Problems.

1. Over 1,000 acres of forest lands are within the City limits, but are outside the Urban Growth Boundary. Virtually all of this land is owned by the City, County, State and Federal governments. Most of this land is steep landslide topography, which is best used for timber production, wildlife habitat, and scenic corridors.

*[CP.430.1 amended by Ordinance No. 82-08, Sec. 8, enacted October 18, 1982.]*

2. Presently City lands in the City and the City's watershed are not being managed for timber production. In the watershed, clean water, of course, is the paramount consideration but perhaps through Federal funding both forestry and water needs could be managed. The City should investigate funding and establish a policy on management of these lands.
3. The use of State Forestry Department lands for urban uses is possible where they are close to existing development such as in Williamsport or the John Day area. The City may trade City-owned unbuildable lands to receive State forest lands for development which may be developed through the normal land sales procedure.

CP.435. Forest Resource Goal.

It will be the goal of the City to protect forest lands for forest uses consistent with the growth needs of the community. It is recognized that as growth occurs, a certain amount of forest lands will be necessary for conversion to urban uses. It is not the intention of the Plan to permanently reserve forested areas for commercial timber production; rather, it is to permit the well-planned conversion of the City's forests to home sites, road and utility rights-of-way, parks and open space, and limited commercial uses in a manner that is economically and environmentally sound.

CP.440. Policies.

1. The City will cooperate with the County in the best use of unbuildable forest lands within the City limits. The two jurisdictions should develop a management plan and agreement, possibly with the assistance of the State Forestry Department, to pursue Federal land management funds, to reforest neglected or unproductive areas, and to investigate other activities that would be of mutual benefit.
2. Management of the City's watershed for timber purposes will be considered with the assistance of the State Forestry Department. Primary emphasis must be the protection of the drinking water supply, but a program should be developed

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(under EPA rules), which could provide the City with long term revenue from sound timber management.

3. Where timber production is deemed the best use of a forested tract of land, the City shall employ forest management activities to ensure continuing productivity from such land.

*[CP.435.3 amended by Ordinance No. 90-25 dated August 20, 1990.]*

4. The City, through its Plan and Development Code, will designate for resource purposes, certain forest lands which have little value for future development because of steep slopes or landslide hazard, or inaccessibility.
5. Scenic forest lands such as the corridor along Williamsport Road, the area around the Astor Column, or areas which have significant value for open space or recreation will be designated as such in the City's Plan.
6. The City of Astoria will inventory all publicly-owned forested lands within the City limits, consistent with Statewide Planning Goal 5 rule requirements, and complete any Goal 5 analysis, necessary as a result of the completed inventory, by June 1998.

*[CP.435.6 added by Ordinance No. 96-03, dated May 6, 1996.]*

## NATURAL RESOURCE CONSIDERATIONS

### CP.445. Background Summary.

Fish and wildlife habitat in Astoria and the surrounding area is quite diverse. Major habitat types include the Columbia River estuary and its tributaries, Youngs Bay, the Lewis and Clark River, the forested uplands of the Astoria peninsula, and Tongue Point.

During Astoria's long history, a great deal of alteration has taken place. Astoria is located on filled areas of the Columbia River. Many of the marshes and tideflats south of the City have been diked and drained for farming. Intensive logging has taken place in the uplands area; the heavily developed western portion of the peninsula was once a forest; clear cutting is carried out on the remaining forest lands to the east and south. The productivity of the Columbia River has been reduced over the years as a result of dam construction and logging practices.

Despite these losses, the environmental quality of Astoria is high. Fish and wildlife habitats can be described in terms of two general areas:

1. The Columbia River and its estuarine wetlands and tideflats.
2. Forested uplands.

The first two areas are described in the CREST inventory. Significant natural areas have been identified as the tideflats west of the Port Docks, other shallow wetlands above the extreme low water line, and the Lewis and Clark wildlife refuge east of Tongue Point and the tip of Tongue Point, a large number of marine and estuarine organisms, fish species, birds and other animals are found in these areas. Wetlands are well-documented breeding areas which support the aquatic food chain. The most highly-sought food species, salmon, uses these areas during several stages of its life.

The forested uplands area of Astoria is populated by large numbers of reptiles and amphibians, mammals, and birds. There are no water bodies (lakes or streams) which support aquatic life, other than the lower portion of Mill Creek, and a very limited freshwater wetlands in the Williamsport area. Northern Bald Eagle nests have been identified on the tip of Tongue Point and at the mouth of Mill Creek. Great Blue Heron are frequently spotted on the tideflats of Youngs Bay.

### CP.450. Conclusions and Problems.

1. There has been a long standing dispute between local officials and State and Federal agencies concerning the use of the estuary; Port officials feel there is a valid need to increase the land area for their operations; resource agencies have refused to issue fill permits because of the biological productivity of the area proposed for fill.

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2. The CREST program, in which most local, State, and Federal officials have participated, has been a forum for the resolution of conflicts. However, several problems remain to be resolved.
3. Astorians enjoy a high quality of life based in large part on the condition of the natural environment. Many people are drawn to the area in order to take advantage of the closeness to fish and wildlife habitat.
4. The local economy is highly dependent on the natural resources of the area. Commercial fishing, fish processing, sports fishing and tourism, logging and wood processing, and shipping all depend on the environment. Conflicts inevitably arise between various users of the land or water, and between users and managers.
5. Wildlife habitat in the forested uplands area has been reduced or eliminated by many activities, including logging, the City landfill, and residential development. The "Land Reserve" is the only area in which the City is capable of growing. Some of the impact of urbanization on wildlife habitat can be mitigated by the use of techniques such as cluster development, retention of trees and natural drainages, buffers, and so forth.

CP.455. Overall Goal.

The City of Astoria will, through its Plan and ordinances, protect the natural values that make the City a desirable place to live and work.

CP.460. Policies.

1. The Plan land and water use designations will protect those areas that have high natural value, and direct intensive development into those areas that can best support it.
2. The biological productivity of the Columbia River estuary will continue to be an important consideration because of its contribution to the City's economy and quality of life.
3. The City recognizes the importance of "trade offs" that must occur in the planning process. Although certain estuary areas have been designated for intensive development, other areas will be left in their natural condition in order to balance environmental and economic concerns.
4. The City's "Land Reserve" area has been designated as such in order to protect forest lands for forest uses, and to allow for limited, well planned residential development in certain areas. It is intended that forest uses include wildlife habitat, stream or drainage protection, windbreaks, recreation and scenic buffers.

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By requiring and encouraging techniques such as planned or cluster development, buffering, geologic site investigations, and similar measures, natural values will be protected.

## PROCEDURAL AND PARTICIPATION POLICIES

### CP.465. Procedural Policies.

1. A major review of the Plan will be made every two years. Major legislative changes in the Plan shall be made no more frequently than at two-year intervals; major revisions of the Plan are those which affect a large area or constitute changes in policy that affect the whole City. Minor changes will be considered as needed.
2. Changes to the Comprehensive Plan may be initiated by the City Council, Planning Commission, City resident or person or organization owning property in the City. Changes shall be made only where adequate findings of fact are presented in support of such a change.
3. Changes of the Comprehensive Plan shall occur as per Article 10, Amendments.

*[CP.465 added by Ordinance No. 79-17, Sec. 1, enacted December 3, 1979.]*

### CP.470. Citizen Involvement Policies.

1. Citizens, including residents and property owners, shall have the opportunity to be involved in all phases of the planning efforts of the City, including collection of data and the development of policies.
2. The Planning Commission shall be representative of the wide diversity of views and interests in the community.
3. Technical information, such as the Plan background data, the goals and policies, and City ordinances shall be available to the public at a nominal cost.
4. Citizens shall receive responses to their comments to decision makers either directly at meetings, in the minutes of the meetings, or by written correspondence.
5. A record of each meeting shall be kept in City Hall and made available upon request.
6. Annual evaluation of the Citizen Involvement Program will occur during the budget process.

*[Section CP.470 added by Ordinance No. 79-17, Sec. 1, enacted December 3, 1979.]*