AGENDA
HISTORIC LANDMARKS COMMISSION

Due to the COVID-19 Pandemic, public hearings will be conducted in the City Council Chambers with a limited seating arrangement. Masks are required. To adhere to the social distancing recommendation, you may also participate in the public hearing remotely. Go to https://www.astoria.or.us/LIVE_STREAM.aspx for connection options and instructions (included on next page of this Agenda as well). You may also use a telephone to listen in and provide public testimony. At the start of the meeting, call (253) 215-8782 and when prompted enter meeting ID# 503 325 5821.

March 16, 2021
5:30 p.m.
2nd Floor City Council Chambers
1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
   a) Draft minutes from the February 9, 2021 meeting
4. PUBLIC HEARING
   a) **continued from the February 9, 2021 meeting** Exterior Alteration Request (EX20-07) by Alexander Pappas, on behalf of Terri Delafiganiere, to replace 2 decks and 2 stairways on the north elevation with one deck and one stairway on the north elevation at 1312 and 1316 Kensington Avenue. *The applicant has requested a continuance to the May 18, 2021 HLC meeting.*
   b) Exterior Alteration Request (EX21-02) by Adrienne Fabrique for Lamont Hornbeck to replace all existing wood windows with composite material; reconfigure one east side window from 2/2 to 1/1 window; reconfigure one west side window to fixed and sliding window; and reconfigure rear first floor windows from 4/4 to 1/1 windows at 1229 Franklin Avenue in the C-4 (Central Commercial) Zone. The site is designated historic in the Shively-McClure National Register District.
   c) New Construction Request (NC21-01) by Portway Station LLC to construct one building at 432 West Marine Drive and one building at 65 Portway in the C-3 (General Commercial) and the UTO (Uniontown Overlay) Zones. The structures will be adjacent to structures designated as historic in the Uniontown-Alameda National Register Historic District. Additional review by the Design Review Commission will occur at a future date.
5. REPORT OF OFFICERS
6. STAFF UPDATES
   a) Accepting Dr. Harvey Award Nominations until March 31, 2021.
   b) Status of permit NC20-08/Bethany Lutheran Church
   c) Save the Date:
      i. Tuesday, April 20, 2021– next HLC meeting @ 5:30 p.m.
7. PUBLIC COMMENT (Non-Agenda Items)
8. ADJOURNMENT

THIS MEETING IS ACCESSIBLE TO THE DISABLED.
AN INTERPRETER FOR THE HEARING IMPAIRED MAY BE REQUESTED UNDER THE TERMS OF ORS 192.630 BY CONTACTING THE COMMUNITY DEVELOPMENT DEPARTMENT, (503) 338-5183.

Connection options and instructions to participate remotely in the public hearing.

Public meetings will be conducted in the Council Chambers with a limited seating arrangement. Masks are required. To adhere to the social distancing recommendation, meetings may now also be audio and video live-streamed.

ONLINE MEETING ZOOM

At start of our Public Meetings you will be able to join our online ZOOM meeting using your **mobile or desktop device** and watch the live video presentation and provide public testimony.

Step #1: Use this link: **https://www.astoria.or.us/zoom/**
Step #2: Install the Zoom software on your mobile device, or join in a web browser
Step #3: If prompted, enter the Meeting ID number: 503 325 5821

Note: Your device will automatically be muted when you enter the online meeting. At the time of public testimony, when prompted you may choose to select the option within the ZOOM software to "raise your hand" and notify staff of your desire to testify. Your device will then be un-muted by the Host and you will be called upon, based on the name you entered within the screen when you logged in.

TELECONFERENCE ZOOM

At start of our Public Meetings you will be able to **dial-in using your telephone** to listen and provide public testimony.

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*Note: Your phone will automatically be muted when you enter the conference call. At the time of public testimony, when prompted, you may dial *9 to "raise your hand" and notify staff of your desire to testify. Your phone will then be un-muted by the Host and you will be called upon based on your phone number used to dial-in.*

AUDIO-ONLY LIVESTREAM

At start of our Public Meetings you will be able to access the Audio only to listen to the meeting.

Step #1: Use this link to access the online audio: **http://audio.coao.us**

HISTORIC LANDMARKS COMMISSION MEETING
City Council Chambers
February 9, 2021

CALL TO ORDER – ITEM 1:

A regular meeting of the Astoria Historic Landmarks Commission (HLC) was held at the above place at the hour of 5:46 pm.

ROLL CALL – ITEM 2:

Commissioners Present: President Mac Burns, Vice President Michelle Dieffenbach, Jack Osterberg, Lynette Thiel-Smith, Ian Sisson, Nichelle Seely, and Jackson Ross.

Staff Present: Community Development Director Megan Leatherman, Contract Planner Rosemary Johnson. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES – ITEM 3(a):

There were no minutes to review.

PUBLIC HEARINGS:

President Burns explained the procedures governing the conduct of public hearings to the audience and advised that the substantive review criteria were listed in the Staff report.

ITEM 4(a):

EX20-07 *Continued from the December 15, 2020 meeting.* Exterior Alteration (EX20-07) by Alexander Pappas, on behalf of Terri Delafiganiere, to replace 2 decks and 2 stairways on the north elevation with one deck and one stairway on the north elevation at 1312 and 1316 Kensington Avenue. *The applicant has requested a continuance to the March 16, 2021 meeting*.

Director Leatherman stated the Applicant had signed a waiver from the 120-day deadline, extending the deadline to October 26, 2021 and requested an extension to do additional design work.

Commissioner Sisson moved that the Historic Landmarks Commission (HLC) extend the hearing of Exterior Alteration EX20-07 by Alexander Pappas to March 16, 2021 at 5:30 pm in City Hall Council Chambers; seconded by Vice President Dieffenbach. Motion passed unanimously.

ITEM 4(b):

NC20-08 *Continued from the Jan. 12, 2021 meeting* New Construction Request (NC20-08) by RDA Project Management LLC, for Bethany Lutheran Church, to construct a 5,030 square foot structure at 420 34th Street as an accessory multi-use building to the existing adjacent church facility at 451 34th Street in the R-2 Zone. The structure will be adjacent to structures designated as historic in the Adair-Uppertown Historic Inventory Area.

President Burns asked if anyone objected to the jurisdiction of the HLC to hear this matter at this time.

Sue Tadei, 9631 NE Midway, Indianola, WA, said her father lived adjacent to the church, at 504 34th Street. She objected to the design because it did not meet the requirements.

President Burns explained that he had asked if anyone objected to the jurisdiction of the HLC to review this application. He confirmed that Ms. Tadei did not object to the HLC's jurisdiction. There were no other objections. He asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare.

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President Burns declared that he knew Mr. Stemper as a Clatsop County Historical Society board member. That would not impact his objectivity. He also drove to the site to confirm the location and view adjacent properties, but that would not impact his objectivity either.

Vice President Dieffenbach declared that he knew Mr. Stemper and previously worked for the church. She had not received any information about this job but was not sure if her company would be doing any construction on it. She had not had any conversations about this project and felt like she could judge equally.

President Burns requested a presentation of the Staff report.

Planner Johnson presented the Staff report via PowerPoint and recommended approval with conditions. She noted that issues concerning access by the adjacent property owners is not part of the HLC's review and would be addressed separately by staff.

Commissioner Sisson asked when the Planning Commission hearing was and if a height variance would be required. Planner Johnson stated no height variance would be required, and the Applicants had not yet applied for a Conditional Use Permit.

Commissioner Osterberg asked why Staff recommended requiring as condition of approval an HLC review of any major change to the location of the solid waste enclosure. Planner Johnson explained that Staff could approve any minor changes, but major changes, like moving the enclosure to a new location, would be considered a major change, which requires a review of the location on the site.

President Burns opened public testimony for the hearing and asked for the Applicant's presentation.

Randy Stemper, P.O. Box 1417, Astoria, said he was hired by Bethany Lutheran Church to develop a plan and architectural design of a building to meet the HLC's review. He had not yet applied for the Conditional Use Permit because he wanted to get the building design approved first.

Commissioner Sisson asked if Mr. Stemper had thought about the conditions of approval or had any opinions on Staff's recommendations.

Mr. Stemper stated that all of the conditions of approval could be met.

President Burns called for any presentations by persons in favor of the application. Seeing none, he called for any testimony impartial to the application. There were none. He called for any testimony against the application.

Riley Pitts, 3481 Duane Street, Astoria, said he was concerned about the size of the building, which seemed too big to place near houses. There are buildings, a school, and a gas station near the site, but his house and two neighbors' houses were not mentioned in the Staff report. He wanted homeless people to have a place to stay as much as anyone, but he was also concerned about the existing issues in that part of town. He had small children, and it was not uncommon to hear a homeless man screaming at 3:00 am by the baseball field. He did not want the part that overhangs the front of the building to be used as a place for people to sleep. There was a homeless shelter in town for people to stay, and he did not want people staying so close to his children.

Sue Tadei, 9631 NE Midway, Indianola, WA, stated Slide 2 shown during the Staff report showed her father's home and an old schematic where the building was going to be placed. There was a change in that location. It seemed that there had been some missed communication or maybe this was the original application given to Staff. She was concerned because she understood the building would be located more to the east [41:17], but it did not appear that change was made. There were no homes shown in Staff's recommendations. She objected to the placement of the building because it did not meet the historic area and the other buildings. She believed there was a desire to expand the footprint of the church to accommodate the bus. She was not sure that would work in 2020 and 2021 because the community was trying to narrow its footprints and there is a public gymnasium if people want to play basketball.

President Burns explained that the HLC had to consider specific criteria. The size of the building was a valid concern, but the HLC could not consider the bus He asked if Ms. Tadei had any concerns about the criteria that must be met. [staff note: church bus to possibly park inside building.)

Ms. Tadei said yes, she was trying to express those concerns. She did not believe the proposed project fit with the area based on the proposed structure's size and historic lands in the area.

Allan McMakin, 3432 Franklin Avenue, Astoria, said he was not for or against the request, but wanted some clarification. He had a garage at the bottom of the hill, and he wanted to make sure he would still have access to it. He also wanted to know if blocking the view of the garage would impact the HLC's decision, if the garage was designated as historic. He was concerned about having access to his garage and garden.

President Burns responded that access to the garage was not within the HLC's purview. He recommended Mr. McMakin speak to Mr. Stemper or Staff.

Mr. McMakin confirmed that he had emailed RDA Project Management last week. He had also asked Staff to email them yesterday morning. He had yet to hear back from them.

President Burns explained that views of historic structures are not guaranteed anywhere in the city.

Mr. McMakin stated he was not concerned about the view. If the garage was a historic building, then he would be concerned about blocking the view of the historic building.

Shari Kotoniemi, 3480 Franklin Avenue, Astoria, said the large white house seen in one of the photographs was her old carriage house. About four years ago, the owner did some foundation work that included excavation, which caused her house to move. She had contacted the City about it, but no one responded. The neighboring house also moved and no one has responded. If building is done below, she wanted to know what would be done to the hillside. She also wanted to know who to sue if her house moved.

President Burns stated he did not have an official answer about who to sue. He apologized that the City had not responded and said he was not sure which department she should speak with.

Ms. Kotoniemi added that she had not been notified of this hearing. If she was not within the notification boundaries, she wanted to be added to the list because she needed to know everything that was happening below, which will affect her home.

President Burns explained that landslides were not within the HLC's purview.

Ms. Kotoniemi asked if there would be a public meeting to address the landslide issues.

Director Leatherman said once the Conditional Use Permit application was submitted, a public hearing would be scheduled with the Planning Commission.

President Burns explained that the HLC must consider whether the building would be of appropriate size, scope, and appearance.

Director Leatherman noted she would verify whether or not Ms. Kotoniemi had been notified of this hearing. She would also make sure to notify Ms. Kotoniemi of the Conditional Use hearing.

Paul Tadei, 89563 Lakeside Court, Warrenton OR, said he was representing 504 34th Street, where he grew up. His brothers and sisters were all present. He presented historic photographs of his family's house. His great grandfather made wine in the house. During the prohibition, the wine was hidden in a dugout underneath the porch. The house was in the line of sight where the building would go and he believed that was missed by Staff. He was not attacking the contract planner, but he believed she was working as a consultant for both the City and the developer. He was not sure how that worked and asked for clarification.

President Burns explained that Planner Johnson was the City Planner for 35 years and now did planning work for the City on contract.

Mr. Tadei stated Staff did not get the house into the picture very well, and asked why. The HLC would like to know exactly where the house was placed on historic lands.

President Burns noted that the Staff report listed all of the historic structures that were designated as significant and where they were located. So, the HLC was aware of what triggered this hearing.

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Mr. Tadei stated all of the houses in the area had a belt cap around them. At a previous hearing, the HLC had said they would not approve a design without a belt cap. This proposed design did not include a belt cap. He asked if a belt cap was part of historic designs.

President Burns explained that each application is for a specific structure and each project is unique. He asked if Mr. Tadei had any concerns that addressed the applicable criteria.

Mr. Tadei responded that the belt cap was one of his concerns. He asked if that was a valid concern.

President Burns explained that after the public testimony, the Commissioners would deliberate as to whether that was a valid concern.

Mr. Tadei displayed a photograph showing what the view would look like if the building was placed in front of the historic houses. That was never included in the application. The proposed location was down on the road, not where the Applicant has designed it. His 88-year old father lives in the house. His grandfather was born there. Tadeis have lived in the house for 125 years.

John Rose, 531 35th Street, Astoria OR, said his home moved when the hillside was excavated at Ms. Kotoniemi's old carriage house. He asked what research went into the preparation before an excavation and would residents nearby and uphill have access to that research. He also wanted information on rerouting the sewer.

President Burns explained that the criteria the HLC reviews do not include excavation research.

Director Leatherman asked that Mr. Rose and Ms. Kotoniemi contact her so that she could explain the City's development process. She provided a brief explanation of her job and provided some examples of ways she could help.

Peter Tadei, 500 W. Lexington Avenue, Astoria OR, stated he was speaking on behalf of his father. He had been a real estate broker in Astoria for about the last 20 years and usually worked on the development side of things. Therefore, he empathized with the Applicant, but was now seeing things from another side. He and his family met with Randy Stemper and Eric Paulson to share their concerns. He asked why a proposed semi-public use building was designed to look like a church that was built in 1989. The majority of homes in the historic district were built in the late 1800s and early 1900s. The only 1980s structures are the pastor's home and church, neither of which seem to fit in with the surrounding neighborhood. He was not a designer or architect but assumed the building was not designed by a registered architect. It seemed the City had spent a lot of money over the years on the historic Custom House. The church building will be a backdrop for that house and he would hate to see it ruined. The 300 square foot building would be dwarfed by the 5,000 square foot church building. There would also be nearly a half-acre of asphalt parking and cars directly behind the Custom House. The three commercial sized roll up garage doors with all glass panels would look good in the downtown historic shopping area, but not in a historic neighborhood that did not have any comparable glass doors anywhere nearby. He asked how the doors fit into the neighborhood. The garage seemed like more of a blemish to the Custom House. The building looks like a cross between a church and a [inaudible 1:06:14], which didn't seem to fit in the neighborhood. The proposed building would be for parking the church van, a basketball court, locker rooms, and a kitchen. He asked why the building could not be designed like other similar use buildings in Astoria's historic neighborhoods. He did not believe a 35-foot high roof was necessary for half-court basketball. He grew up playing basketball in local gymnasiums and most full court gymnasiums were between 22 and 28 feet high. Half-court gymnasiums could go from 18 to 24 feet. The small gymnasium at the Astor School looked beautiful. It has a flat roof and was probably 20 to 22 feet high. A glass entry was put on the north end, but he did not know if that fit in. A building like that would be preferable to a building that looked like a church annex. The building would be a mixed-use building. He asked why it could not have a flat roof. The old YMCA, Star of the Sea, and Astor are all located in historic neighborhoods and all have flat roofs. The Staff report did not address lighting, but he did not know if the HLC reviewed lighting. The lighting would be problematic in the future with all of the homeless and transients nearby who sleep in the entryways. Obviously, the church would not want people in the entryway, so they would increase the lighting in the area to increase security. That light would shine light directly into the living and dining rooms of his father's house, and some of the other homes if the lights were not minimal and directed downward. He had looked after the adjacent property for years and over about the last 50 years, his family had maintained the church's property. He asked that the church also be a good neighbor. If the church is

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going to build something, he wanted the design to be something everyone could live with and would not have such a negative impact.

Ms. Tadei asked if Commission Sisson had alluded to HLC variance when he asked if a height variance would be required for this project.

President Burns explained that the HLC did not have anything to do with height variances. He believed Commissioner Sisson had asked that question because he also served on the Planning Commission and was curious if the Planning Commission would be reviewing any part of this project.

Commissioner Sisson clarified that he served on the Design Review Commission and not the Planning Commission. He asked about the height variance because people who lived behind the building might object to having their view blocked. The Applicant had stated they would request a height variance. However, Staff confirmed that a height variance would not be necessary because the building would be within the height allowed in that particular zone.

Ms. Tadei asked what zone the church was in.

Commissioner Sisson stated the property was in the R-2 zone.

Ms. Tadei said her understanding was different and that the allowed height in the zone was lower than the proposed height of the building. She wanted to clarify that before the HLC made a decision.

President Burns called for rebuttal testimony from the Applicant. There was none. He called for closing remarks of Staff.

Planner Johnson responded to questions about the site plan. She confirmed the site plan included in the Staff was the proposed site plan. The final site plan was different from the original site plan because the Applicant had worked with the City on their proposal. The applicant is working with the City Engineer on the final location and any major changes would come back to the HLC. The Staff report did include photographs showing the entire area, including Mr. Tadei's house and other properties. The garage that belongs to the structure on Franklin was not listed as historic, but the main structure was. Access to garages would be reviewed by other City departments and was not part of the HLC's review. A belt course would not be found on this style of structure and was not applicable to this specific request. The view of a historic building was not a criterion the HLC would review. There was a 20-foot wide alley between the site and properties to the south and the building would sit approximately 130 feet south of the Custom House. There was no requirement that the structure look historic, but it needed to be compatible with the area and could be a contemporary design. Most of the structures in the area had pitched roofs and therefore Staff had recommended that the pitched roof was considered similar to the other structures in the area. No height variance would be required because the zone allows 28 feet of height and only 25.5 foot height has been proposed. The City has a lighting code, which was not part of the historic review process. However, the Code does require downcast lighting and that the lighting not glare into rights-of-way or other properties.

President Burns closed the public testimony portion of the hearing and called for Commission discussion and deliberation.

Commissioner Ross said he believed it had been explained to the audience that the Commission's discussion would not be the final say over whether this building would be built.

Vice President Dieffenbach stated that she appreciated the concerns. It was difficult to listen to the concerns that the HLC could not do anything about. The HLC must consider whether the scale of the building was appropriate, the design was compatible with the surrounding environment, and the appropriateness of the location of the building on the site. She believed the building met the criteria. The property had been vacant for years. Any time a vacant property in an established community gets built on, the neighbors have difficulties because no one likes change. She believed the building was compatible and in an appropriate location close to other commercial buildings. The entire district was a mixed-use area on the main road going through town. There is a school, the Safeway, baseball fields, and houses, so this building did fit in and was an appropriate size. A new building should not look like a historic building because it is not historic. Some of the houses are not historic houses, so

they could not be used as a comparison when considering whether the scale was appropriate. The project met the criteria and she would vote to approve it.

Commissioner Thiel-Smith agreed that the building fit in with the scale of the area because there was other commercial development nearby. Three sides of the proposed building looked like a warehouse and those sides faced the homes. She believed the east side should look more like the west side with something horizontal to break up the vertical warehouse look. She was not sure how she felt about the roll-up doors because they do not seamlessly blend. She did not want the building to look so much like a warehouse.

Commissioner Osterberg said that hearing the public testimony reminded him why the Applicant should have submitted the Conditional Use Permit to the Planning Commission first. Most of the public's concerns were subject to the criteria of the Conditional Use Permit. He appreciated the few items brought up that the HLC could consider. However, the HLC would not have had so much difficulty with so many of the comments if the Conditional Use hearing had been first. He supported the request, and the Staff report did a good job addressing the criteria. Staff's verbal comments also did a good job of addressing the public's comments.

Commissioner Sisson stated he agreed it would have made more sense to review the use before reviewing the design. He believed the Staff report was very thorough and thoughtful. He agreed with Staff's findings and believed the proposal met the criteria.

Commissioner Ross said he supported the request.

Commissioner Seely stated she sympathized with all of the concerns, but the HLC can only consider specific criteria and she believed the project met those criteria.

President Burns said he also believed the criteria had been met and he supported the request.

Commissioner Sisson moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve New Construction NC20-08 by RDA Project Management LLC; seconded by Commissioner Ross. Motion passed 6 to 1. Ayes: President Burns, Vice President Dieffenbach, Commissioners Osterberg, Sisson, Seely, and Ross. Nays: Commissioner Thiel-Smith.

President Burns read the rules of appeal into the record.

ITEM 4(c):

EX21-01 Exterior Alteration Request (EX21-01) by Erin Kester and Ryan Bowen to replace 6 vinyl windows with 6 new replacement windows [Anderson Series 400 (2) and Anderson Series 100 (4)] on the west elevation at 1610 Jerome Avenue in the R-1 Zone. The site is designated Secondary in the Shively-McClure National Register District.

President Burns asked if anyone objected to the jurisdiction of the HLC to hear this matter at this time. There were no objections. President Burns asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare. None declared. President Burns requested a presentation of the Staff report.

Planner Johnson presented the Staff report and recommended approval with conditions. She noted that the use of a composite material in this situation would be appropriate because this would be an upgrade from vinyl windows to a contemporary material rather than replacement of original window materials.

Commissioner Seely asked if the sill extension that comes out from the stucco on the long horizontal blue piece below the window would be maintained and would be part of the installation. Planner Johnson stated the Applicants must maintain, repair, or replace any existing sills so that they match the historic sills.

President Burns opened public testimony for the hearing and asked for the Applicant's presentation.

Erin Kester, 1610 Jerome Avenue, Astoria, stated she provided extensive written testimony with her application. She did not anticipate any changes to the exterior of the home. The windows would be installed from the interior, so she did not anticipate any sill modification.

Commissioner Sisson said he appreciated the written testimony. It was helpful to hear about the process of finding appropriate windows.

President Burns called for any presentations by persons in favor of, impartial to or against the application. Seeing none, he called for closing remarks of Staff. There were none. He closed the public testimony portion of the hearing and called for Commission discussion and deliberation.

Commissioner Ross said he was in favor of the request.

Vice President Dieffenbach stated she believed the windows would be appropriate and met the criteria.

Commissioners Osterberg, Seely, Sisson, and Thiel-Smith said they also supported the request.

Commissioner Seely added that the written testimony was very useful.

Commissioner Sisson noted that he appreciated all the work the Applicants had done to restore the house.

Commissioner Ross moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve Exterior Alteration EX21-01 by Erin Kester and Ryan Bowen; seconded by Commissioner Seely. Motion passed unanimously.

President Burns read the rules of appeal into the record.

REPORTS OF OFFICERS – ITEM 5:

No reports.

STAFF UPDATES – ITEM 6:

Save the Date:
Tuesday, March 16, 2021 – next HLC meeting @ 5:30 pm

Director Leatherman reported that May was Historic Preservation Month and the City would be taking nominations for the Dr. Harvey Award between March 1st and March 31st. The final selection would be made on April 20th and the awards would be presented at a City Council meeting in May. Staff was also planning a work session to discuss procedures and criteria. She would coordinate with Commissioners on scheduling that work session. The State Historic Preservation Office (SHPO) and the Lower Columbia Preservation Society (LCPS) have both expressed interest in participating.

Commissioner Sisson requested an update on the appeal of the Levy's window replacement project. The last he heard was that the City Council would be hearing that appeal. The City Council could remand the issue back to the HLC, so the Commissioners should refrain from ex parte contact.

Director Leatherman explained that a Writ of Mandamus had been filed, which put a hold on the process. She could not elaborate much on the legal issues but explained that City Council was considering their options for moving forward and would make a decision at their March 1st meeting.

PUBLIC COMMENTS – ITEM 7:

No comments.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:39 pm.

APPROVED:

_____
Community Development Director

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STAFF REPORT AND FINDINGS OF FACT

REPORT RELEASE DATE: March 10, 2021

COMMISSION HEARING DATE: March 16, 2021

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: EXTERIOR ALTERATION REQUEST (EX21-02) BY ADRIENNE FABRIQUE, ON BEHALF OF LAMONT HORNBECK, AT 1229 FRANKLIN AVENUE

I. BACKGROUND SUMMARY

A. Applicant: Adrienne Fabrique adriennef@communitypm.us
175 14th St #120
Astoria OR 97103

B. Owner: Lamont W Hornbeck
729 Sunrise Avenue # 700
Roseville CA 95661

Lamont W Hornbeck (Assessor Records)
8304 Parus Way
Granite Bay CA 95746-7339

C. Location: 1229 Franklin Avenue (Map T8N R9W Section 8CD, Tax Lots 2701 & 2702; Lots 1 and west 16' Lot 2, Block 68, McClure)

D. Classification: Primary; Shively-McClure National Register Historic District

E. Proposal: To replace all existing wood windows with Andersen Fibrex composite windows.

F. 120 Days: June 17, 2021. (Application deemed complete on February 17, 2021)

II. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on February 19, 2021. Email and web publishing also occurred on February 19, 2021. A notice of public hearing was published in the *Astorian* on March 6, 2021. On-site notice pursuant to Section 9.020.D was posted February 24, 2021. Any comments received will be made available at the Historic Landmarks Commission meeting.

III. BACKGROUND

A. Site.

The structure is designated as historic in the Shively-McClure National Register Historic District. The Judge John Bowlby Residence was built by 1892 as a single-family dwelling. It is a Vernacular Stick style. Alterations noted in the Inventory at the time of historic designation indicated basement window changes and a rear addition. A commercial one-story addition on the northwest corner was added in 1947.

Two chimneys were removed in 2013; one was approved under Certificate of Appropriateness (CA13-21) and the second one remains an open code enforcement issue.

The structure is located on the corner of 12th Street and Franklin Avenue on the edge of the downtown area within the C-4 (Central Commercial) Zone. It is in a prominent location and highly visible from the rights-of-way.

B. Neighborhood.

The neighborhood is developed with a mixture of single-family dwellings to the east; multi-family dwellings to the north and west; a mortuary to the west; a church, day care center, and mortuary to the north; single-family dwellings, multi-family dwellings, and a church to the south. Most of the structures in this neighborhood are designated as historic in the Shively-McClure National Register Historic District.

C. Proposal.

The applicant replaced most of the existing wood windows with Andersen Fibrex composite windows without historic Certificate of Appropriateness review and approval. While some of the work has been completed, the HLC should review the request based on the historic windows as “existing” and make a decision based on a request to “remove” historic windows, not to “retain” the replacement windows. The applicant proposes to install new composite windows with the following dimension and details:

1. Window stiles are 3” which is larger than the original 2” stiles.
2. Window depth would be 3.25” which is deeper than the original 2.5” depth.
3. Windows are single-hung same as the original except for the 12 lite fixed window on the west side elevation which was replaced with a picture window with sliding window in the lower portion of the original opening.
4. Multi-lite 4/4 windows on the rear are proposed to be replaced with 1/1 window.
5. Multi-lite 2/2 window on east side facing front is proposed to be replaced with 1/1 window.
6. Ogees will be applied to replicate the original ogee design on the windows.
7. Window rails were 2” and would be replaced with 2” rail.

In addition, upon site inspection, staff found that the rear single-lite wood panel door has been replaced with a solid panel door possibly of a composite material. This change has been added to the HLC review.

Current with windows replaced.

D. Characteristics of the Stick Style Architecture.

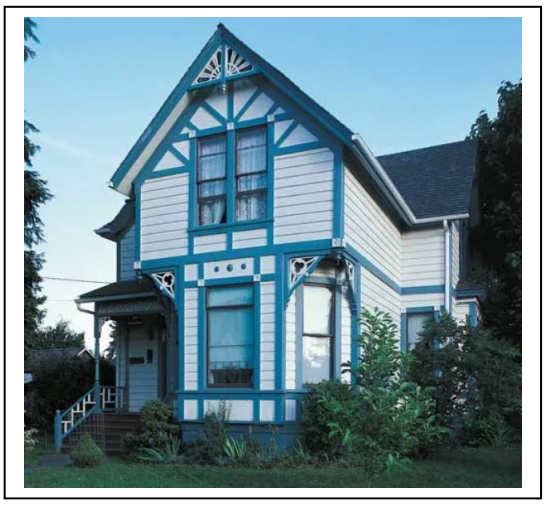
The Stick Style is characterized by its construction with vertical, angular, asymmetrical composition, and because it was expressed predominately in wood. Applied wood trim creates a paneled effect that is filled in with various wood features such as vertical, horizontal, or diagonal boarding. It is named after this use of linear "stickwork" (overlay board strips) on the outside walls to mimic an exposed half-timbered frame.

"Windows were typically double-hung units with large panes of glass in a simple pattern of one over one or two over two. The window trim was kept simple so it would integrate with the overall applied ornamentation on the exterior walls. Windows were often grouped within a grid of applied trim. Beneath the windows, the space created by the grid was often filled with decorative wood bead board or shingles." (Stick Style 1860-1890) www.wentworthstudio.com/historic-styles/stick.

"Ultimately, Stick-style houses are about carpentry - the latest advances in wood technology from a country that had lots to offer. Unlike chunky, ground-hugging Gothic and Greek Revival houses that emulated the massing of masonry even when built of wood, Stick-style houses are generally light and irregular in feel - a freedom of form made possible by the new system of balloon-frame construction with 2 x 4 lumber and nails." www.oldhouseonline.com/house-tours/a-study-of-stick-style.

The inclusion of "ogees", also known as "lambs' tongue" or "curved horn" was an architectural design feature of vertical sash windows. The original intent of these features were to accommodate the heavy single panes of glass of the upper sashes. This detail would hide a mortise and tenon joint which slots into each other.

Use of wood and the delicate proportionality of its features is a prime Stick Style characteristic. An excellent northwest example of this style can be found in Albany, Oregon and clearly displays the delicate proportions of the windows to the other structural features of the building allowing the visual emphasis to be the "stick" construction.



IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

A. Section 6.050(B) requires that *"Unless otherwise exempted, no person, corporation, or other entity shall change, add to, or modify a structure or site in such a way as to affect its exterior appearance, if such structure is listed or identified as a Historic Landmark as described in Section 6.040 without first obtaining a Certificate of Appropriateness."*

Finding: The City finds that the structure is listed as a Primary Historic Structure in the Shively-McClure National Register Historic District and is therefore considered an Historic Landmark and requires a Certificate of Appropriateness.

B. Section 6.050(D), Type II Certificate of Appropriateness - Administrative Review, states that *"Projects that are limited in scope or minor alterations that meet the criteria below are classified as Type II Certificate of Appropriateness permits. Historic Design review performed by the Historic Preservation Officer or designee shall be administrative and shall not require public hearing before the Historic Landmarks Commission. These reviews shall be considered as a limited land use decision and shall require a public notice and opportunity for appeal in accordance with Article 9 of the Astoria Development Code.*

The Historic Preservation Officer shall review and approve the following Type II permit requests if it meets the following:

1. Criteria.
   - *a. Located on the rear or interior side yard, not adjacent to a public right-of-way, except as noted below; and/or*
   - *b. Reconstruction and/or replacement of porch and/or stairs on any elevation; and/or*
   - *c. May result in an increase in building footprint of no more than 10%, and will not result in an increase in building envelope except for mechanical venting."*

Section 6.050(E), Type III Certificate of Appropriateness – Historic Landmarks Commission Review, states that *"Projects that do not meet the criteria for a Type I or Type II review are classified as Type III Certificate of Appropriateness permits. Historic Design review performed by the Historic Landmarks Commission based upon the standards in the Development Code shall be considered discretionary and shall require a public hearing, notice, and opportunity for appeal in accordance with Article 9 of the Astoria Development Code."*

Finding: The City finds that this is a Type III Certification of Appropriateness level of review because the proposal is for the change in windows on all elevations, most of which are highly visible street side elevations and because the proposed alterations are significant and therefore require review by the Historic Landmarks Commission.

C. Section 6.050(F), Historic Design Review Criteria, states that *"The following standards, in compliance with the Secretary of the Interior's Standards for Historic Preservation, shall be used to review Type II and Type III exterior alteration requests. The standards summarized below involve the balancing of competing and conflicting interests. The standards are intended to be used as a guide in the Historic Landmark Commission's deliberations and/or the Historic Preservation Officer's decision."*

"1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose."

Finding: The structure was originally built as a single-family residence and the use will continue as a single-family residence.

"2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible."

Finding: The single-family dwelling was constructed before 1892 and is a Vernacular Stick Style. It retained its original wood windows with ogee detailing. Windows are a character defining feature of historic structures. This building is located on a highly-visible right-of-way corner in a streetscape that has the majority of structures designated as historic within a National Register District. A National Register District designation is based on the appearance and integrity of the entire District. A District is treated as one property by the National Register and therefore alterations to individual buildings within the District impact the integrity of the District as a whole. State Historic Preservation Office (SHPO) Heritage Bulletin #6, Planning a National Register Historic District, states *"A historic district is an area or neighborhood that has a concentration of buildings and associated landscape and streetscape features (50 years or older) that retain a high degree of historic character and integrity, and represent an important aspect of an area's history."*

www.oregon.gov/oprd/OH/Documents/HB06_Plan_Nat_Reg_District.pdf

The City finds that the windows are a distinguishing characteristic feature of the building and should not be destroyed. The City also finds that the historic streetscape environment is important to this neighborhood and the integrity of the Shively-McClure National Register Historic District, and therefore removal or alteration of historic material shall be avoided.

Historic streetscape looking east from 12th

Historic streetscape looking west from 12th

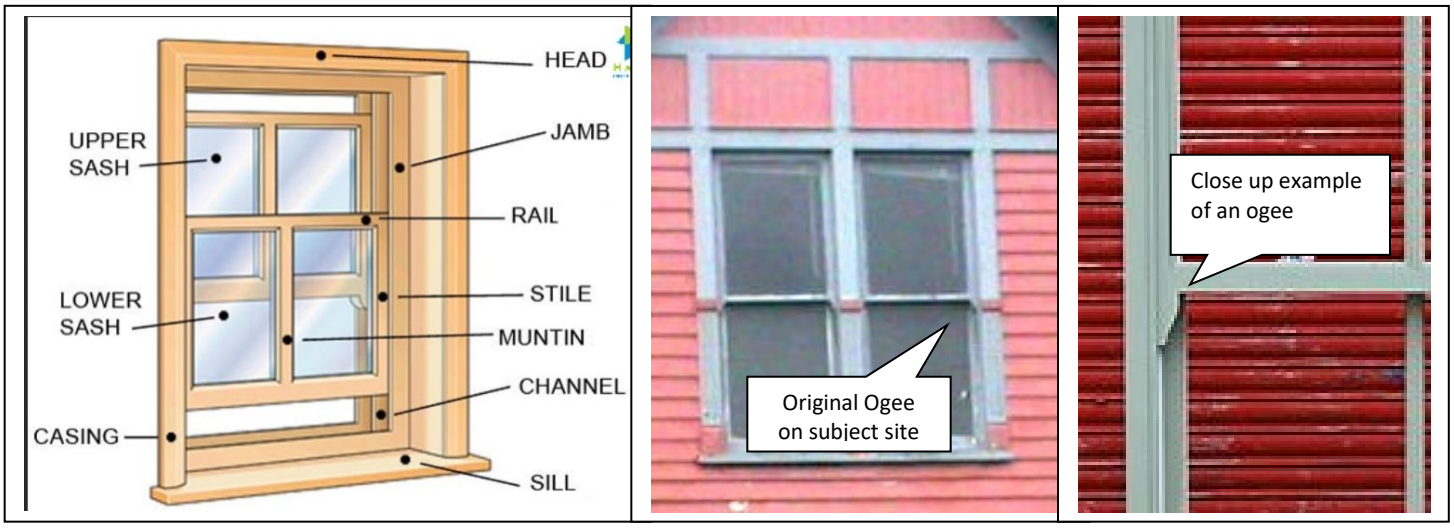
Historic streetscape looking south on 12th from Franklin

The applicant proposes to remove original wood windows on all elevations and replace them with Andersen Fibrex composite windows. The applicant has submitted a report from David Hosie, Youngs Bay Remodeling Company, that indicates that some of the window frames were deteriorated and unable to support the glass, paint and glazing were failing, glass was brittle and offered no insulation value, and some window frames were rotten. He concluded that the windows should be replaced. He did not provide an analysis of each window and did not indicated that "all" windows were beyond repair. The applicant replaced most of the windows without historic Certificate of Appropriateness review and approval by the City. A Stop Work Order issued by the Building Official and a letter sent on January 22, 2021 from the Planner halted the replacement of the remaining historic windows pending HLC review.

The following are the proposed changes:

1. Window stiles are 3" which is larger than the original 2" stiles.
2. Window depth would be 3.25" which is deeper than the original 2.5" depth.
3. Windows are single-hung same as the original except for the 12 lite fixed window on the west side elevation which was replaced with a picture window with sliding window in the lower portion of the original opening.
4. Multi-lite 4/4 windows on the rear are proposed to be replaced with 1/1 window.

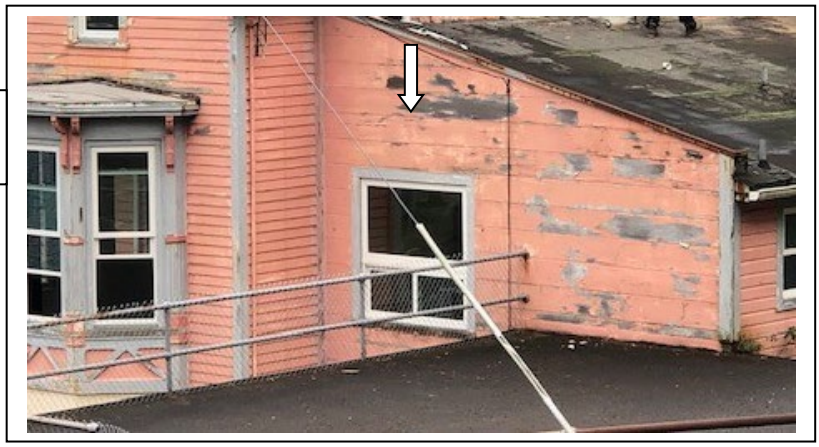
5. Multi-lite 2/2 window on east side facing front is proposed to be replaced with 1/1 window.
6. Ogees will be applied to replicate the original ogee design on the windows.
7. Window rails were 2” and would be replaced with 2” rail.



The City finds that original window design and material are proposed to be changed. Stiles would be larger than the original and change the proportion of the window stiles to the other features such as window casings and Stick Style wood design features which are the focal point of a Stick Style structure. The City finds that the proportional difference changes the historic appearance of the windows.

Multi-lite 4/4 and 2/2 windows are proposed to be 1/1, and a 12 lite fixed window is proposed to be replaced with a single-lite picture window with lower sliding window on the west elevation. Ogees are proposed to be replicated and installed on the new windows. The City finds that the historic

material and distinctive architectural features of the historic windows will be impacted with these proposed changes as noted above.



In addition, during the site inspections, staff found that the rear single-lite wood panel door has been removed and replaced with a solid two-panel door. The applicant did not provide any information about the door replacement nor the condition of the door and the need for replacement over repair. The City finds that the historic design and material of the rear

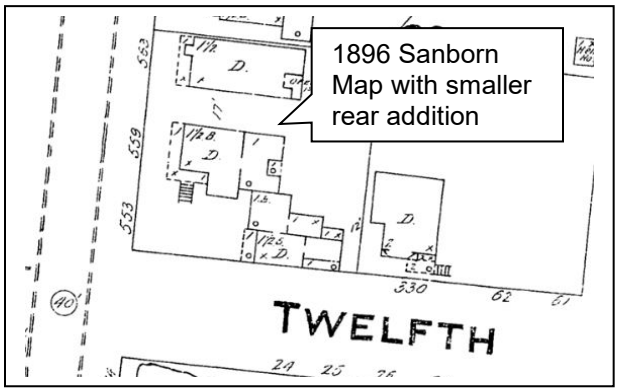
door has been removed and that the proposed design does not match the historic character of the original door.

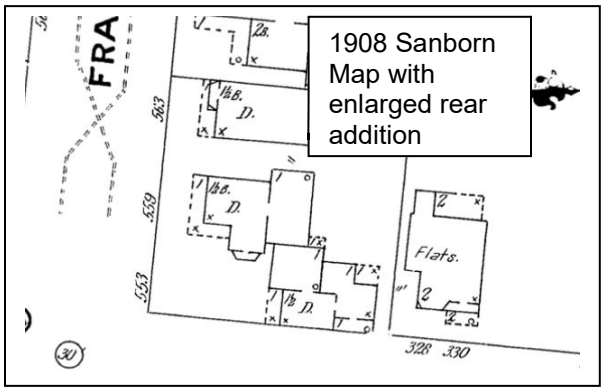
"3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged."

Finding: No alterations are proposed to create an earlier appearance.

"4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected."

Finding: The one-story, shed, rear addition existed at the time of the historic inventory in 1995. It appears from the Sanborn maps that there was a rear portion on the original house and that it was expanded by 1908.





The windows in this addition on the south rear elevation are 4/4, the windows on the east side elevation were 2/2, and the window on the west side elevation was a 12 lite fixed window. The City finds that the addition was constructed at least by 1908 and has acquired historic significance over time as a history of the evolution of the dwelling and its uses. The 4/4 and 2/2 window design and the 12 lite fixed window design are significant. The City finds that the proposed alterations do affect changes that may have acquired historic significance. The west window shall be replaced with a fixed 12 lite and/or fixed with awning or casement window in a 12 lite design to allow an opening on an approved window sash. (Condition 1). The rear windows shall be 4/4 windows and the east windows shall be 2/2. Grids may be with either true divided lites or exterior applied muntins on an approved window sash. (Condition 2)

The door on this rear addition was a single-lite wood panel door and was removed and replaced with a solid two-panel door possibly of a composite material. The City finds that the door was part of the structure that has acquired significance and should be replaced with a door that matches the

historic design of the original door. The door may be of a steel or smooth composite material with no false graining or texture. (Condition 3).

As conditioned, this criteria is met.

"5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity."

Finding: The National Register nomination inventory form for this structure states that *". . . Although several components have been added to this structure over the years (including a large commercial addition), it possesses sufficient integrity to convey its architectural history and contributes to the overall architectural history of Astoria. . ."* Windows are a distinctive feature on most historic buildings. The dimensions, trim, and installation depth of the windows are critical factors to compatibility with the historic windows. The wood windows with ogees were original. The applicant replaced most of the windows without historic Certificate of Appropriateness review and approval by the City. A Stop Work Order issued by the Building Official and a letter sent on January 22, 2021 from the Planner halted the replacement of the remaining historic windows pending HLC review.

The composite windows are proposed to have a 3" stile while the original windows were 2". The City finds that the size of the stiles is a distinctive stylistic feature for this structure and that the increase to 3" is not in proportion to the existing historic casings and Stick Style wood design features which are the focal point of a Stick Style structure. Therefore, this creates a different appearance as the stiles are closer in dimension to the historic window casing and Stick Style wood design features.

Original historic window design

Composite window replacement design

The rear addition windows were 4/4 and the east side windows were 2/2. The applicant proposes to replace all windows as 1/1 with the exception of the large west side window. This window is proposed to have a picture window on top and sliding window on the bottom. The original window was a fixed 12 lite window. The City finds that a sliding window is not an

operation found on a Stick Style structure, and the change from 4/4 and 2/2 to 1/1 window lite design, and the change from 12 lite fixed window to picture window with sliding window below do not treat the stylistic features of the windows with sensitivity. The west window shall be replaced with a 12 lite fixed and/or fixed with awning or casement window with a 12 lite design to allow an opening window on an approved window sash (Condition 1). The east windows shall be 2/2. The rear windows shall be 4/4. Grids may be either true divided lites or exterior applied muntins on an approved window sash (Condition 2). As conditioned, this would retain the original characteristic of these design features.

2/2 windows on east side

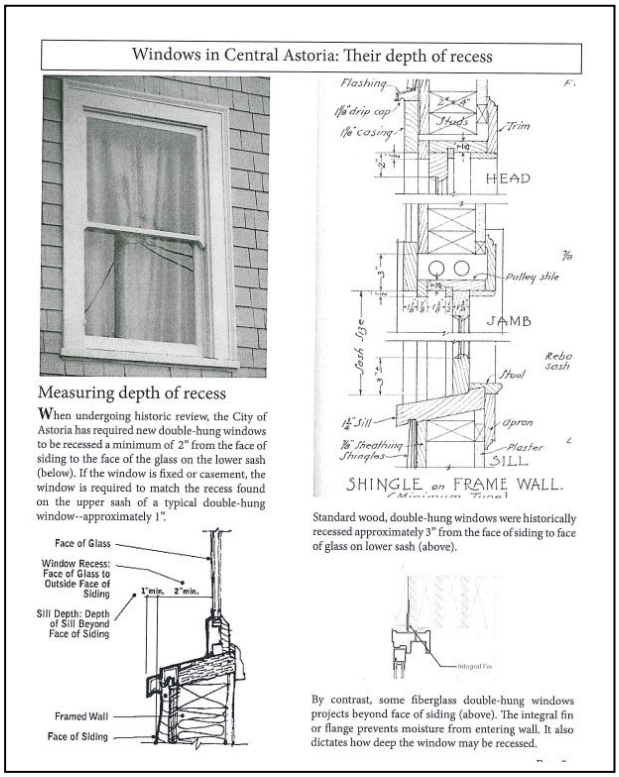
window on west with sliding bottom

Rear & west side original windows and door

The applicant proposes to replicate and install the ogees. Ogees vary in design on different styles of structures and windows. The design and dimensions of the replacement ogees shall replicate the original ogees on this structure (Condition 4). The design shall be submitted to the Planner for review and approval prior to fabrication and installation. As conditioned, this would retain the original characteristic of this design feature.

Maintaining a minimum historic depth of 2” is the standard for Astoria. The City finds that the windows will be installed to a depth (3.25”) similar to the original windows which had a 2.5” depth. This would retain the original characteristic of this design feature. Window casings and moldings are not proposed to be changed.

Andersen 100 and 400 Series windows web site shows installation at the historic window depth



The City finds that the distinctive stylistic features of window stile dimension and proportionality does not treat the structure with sensitivity based on the discussions above. The City finds that the rear door replacement is not the same style as the original feature and does not treat the structure with sensitivity. However, as conditioned, the window design (operation & number of lites), depth, and ogees, which characterize this structure will be treated with sensitivity based on the discussion above on the proposed windows.

"6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures."

Finding: The single-family dwelling was constructed before 1892 and retained its original wood windows with ogee detailing and some multi-lite window designs. The applicant proposes to remove original wood windows on all elevations and replace them with Andersen Fibrex composite windows. The applicant replaced most of the windows without historic

Certificate of Appropriateness review and approval by the City. A Stop Work Order issued by the Building Official and a letter sent on January 22, 2021 from the Planner halted the replacement of the remaining historic windows pending HLC review.

The applicant has submitted a report from David Hosie, Youngs Bay Remodeling Company, that indicates that "many" of the window frames were deteriorated and unable to support the glass, paint and glazing were failing, glass was brittle and offered no insulation value, and some window frames were rotten. He concluded that the windows should be replaced. He did not provide an analysis of each window and did not indicated that "all" windows were beyond repair. The applicant did not provide any information on what options were considered when the Fibrex composite material was selected such as repair of the windows, replacement with wood windows or other composite windows, or the use of storm windows, interior shutters and/or curtains for energy efficiency. While some of the wood windows may have needed to be replaced, the change in material and the need to replace "all" windows was not justified by the applicant.

As noted above, the City finds that the historic streetscape is important to this neighborhood and therefore removal or alteration of historic material on this corner, highly visible structure should be avoided.

The proposed Fibrex composite material does closely resemble some original wood window design and dimensions and is an appropriate material when upgrading from non-historic materials such as vinyl windows. On this structure, the original window stiles were only 2" wide and the Fibrex composite window stiles would be 3" wide which is closer to the size of the existing window casing and Stick Style wood design features. The City finds that the change in stile size creates a window that is out of proportion with the other window features such as the casings and Stick Style wood design features which are the focal point of this style structure.

The applicant proposes to replace the ogees. There are many designs and sizes of ogees on windows. The replacement ogees shall be the same design and size as the original ogees and shall be reviewed and approved by the Planner prior to fabrication and installation (Condition 4). The City finds that as conditioned, the ogee design feature would be replaced and would be ". . . *based on accurate duplications of features. . .*"

Concerning color, Fibrex composite material may be paintable in some circumstances. The applicant is proposing all white windows. Future changes to the color of the house and windows may result in the retention of the all-white windows. The applicant did not prove that "all" windows would need to be replaced. Therefore, if the Fibrex material is used, the

color of the windows would need to be the same throughout the house and this may require that all windows remain white.

As noted above, the City finds that some of the windows may have been deteriorated to an extent that would require replacement over repair but that there is no documentation that "all" windows needed to be replaced, nor that other materials and options were considered. Replacement of unrepairable windows could be accomplished with a material, design, and dimension that would match the existing historic windows. However, the City finds that the proposed new material does not match the historic material in composition, design, color, and other visual qualities.

"7. Surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken."

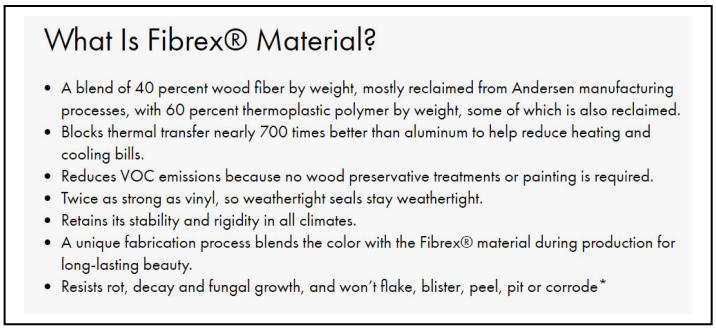
Finding: No surface cleaning is proposed.

"8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project."

Finding: Archaeological resources, if any, will not be affected.

"9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and addition do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment."

Finding: The windows would be Fibrex composite. The proposed material from Andersen Windows is described as "Fibrex" a manufacturer specific brand name. These are contemporary materials but allow for the dimensional characteristics of most wood windows. This structure had wood windows with 2" stiles which was proportional to the other historic features of the windows such as the window casings and Stick Style wood design features. The City finds that the use of the contemporary, non-historic Fibrex composite material is compatible in some situations depending on the original design of the windows, but that the dimension of the composite material is not compatible with the historic design of these particular windows because it is a different dimension and as noted above, impacts the visual character of this Stick Style structure and the National Register historic streetscape.



The proposed replacement windows would replicate the 1/1 design of most of the windows but would change the design of the east side 2/2 and rear, south side 4/4 windows to 1/1. It would change the west 12 lite fixed window to a fixed picture window with sliding window below. The west window shall be replaced with a fixed 12 lite and/or fixed with awning or casement window with a 12 lite design to allow an opening window on an approved window sash (Condition 1). The rear windows shall be 4/4 and the east windows shall be 2/2. Grids may be either true divided lites or exterior applied muntins on an approved window sash (Condition 2). As conditioned, this would not destroy the original characteristic of this design feature.

The City finds that the proposed windows of contemporary material would not be compatible in size, scale, color, material, and character of the property and neighborhood because it would change the proportional dimensions of the historic wood windows. The window operation, ogee design, and multi-lite design, as conditioned, would be compatible.

The door on the rear addition was a single-lite wood panel door and was removed and replaced with a solid two-panel door that appears to be of a composite material. The applicant did not include this in the application material. The City finds that the wood door could be replaced with a composite material but that the design should match the historic design of the original door. The door may be of a steel or smooth composite material with no false graining (Condition 3).

Therefore, in balance based on the discussion above, the City finds that the proposed alterations will destroy the significant historic character of the building.

"10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired."

Finding: The City finds that the windows and door could be removed in the future, and the essential form and integrity of the structure would be preserved.

V. CONCLUSION AND RECOMMENDATION

Based on the Findings of Fact above, the request does not meet the applicable criteria and staff recommends denial of the request with the following conditions:

1. All historic windows and doors shall be retained. Any windows and/or door that have been removed, shall be replaced with windows and door of the same size, dimension, material, and design as the original by August 1, 2021. The applicant shall submit plans for the proposed replacements to the Planner for review and approval prior to installation.

2. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.

The applicant should be aware of the following requirements:

The applicant shall obtain all necessary City and building permits prior to the start of construction.

Should the HLC determine that the request does meet the applicable criteria, staff recommends that any approval contain the following conditions:

1. The west window shall be replaced with a fixed 12 lite and/or fixed with awning or casement window in a 12 lite design to allow an opening on an approved window sash.

2. The rear windows shall be 4/4 windows and the east windows shall be 2/2. Grids may be with either true divided lites or exterior applied muntins on an approved window sash.

3. The rear door shall be replaced with a door that matches the historic design of the original door. The door may be of a steel or smooth composite material with no false graining or texture.

4. The design and dimensions of the replacement ogees shall replicate the original ogees on this structure. The design shall be submitted to the Planner for review and approval prior to fabrication and installation.

5. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP

HIST. NAME: John Q. A. Bowlby Residence
COMMON NAME: Hornbeck rental property
ADDRESS: 1229 Franklin Avenue
CITY: Astoria
OWNER: Lamont Hornbeck; Roseville CA

T/R/S: T8N/R9W/S8
MAP NO.: 8-9-8CD TAX LOT: 2701
ADDITION: McClure's
BLOCK: 68 LOT: 1 QUAD: Astoria 7½' (1984)

DATE OF CONSTRUCTION: by 1892
ORIGINAL USE: SF residence
PRESENT USE: SF residence
ARCHITECT: unknown
BUILDER: unknown
THEME: Urban Development; Architecture
STYLE: vernacular (Stick)

BLDG STRUC DIST SITE OBJ
RANKING: Primary

PLAN TYPE/SHAPE: L with additions
FOUNDATION MATERIAL: concrete
ROOF FORM & MATERIALS: gable; composition shingles
WALL CONSTRUCTION: stud wall
PRIMARY WINDOW TYPE: 1/1 DH, wood sash
EXTERIOR SURFACING MATERIALS: weatherboard
DECORATIVE FEATURES: window surrounds; front door (French); stickwork in front gable; decorative panels under windows; bay window on west
OTHER: interior stuccoed & corbelled chimney
CONDITION: GOOD FAIR POOR MOVED (DATE)

NO. OF STORIES: 1½
BASEMENT (Y/N):

STRUCTURAL FRAME: light wd. frame

EXTERIOR ALTERATIONS/ADDITIONS (DATED): glass block in front at basement level; window changes on east, south and at west side of basement; rear addition; front porch added; modern flat-roofed building attached to northwest corner (Crisis Pregnancy Center)
NOTEWORTHY LANDSCAPE FEATURES: none
ASSOCIATED STRUCTURES: attached modern addition (Crisis Pregnancy Center)
KNOWN ARCHEOLOGICAL FEATURES: unknown

SETTING: southeast corner of 12th and Franklin, south side of Franklin, in residential area adjacent to downtown business district (south of downtown); 12th St. is very steep north to south

STATEMENT OF SIGNIFICANCE: This house was occupied by Clatsop County judge and attorney, John Quincy Adams Bowlby for over 30 years. Bowlby, who was born in New Jersey, came to Oregon with his parents in 1853 and settled in Forest Grove. He relocated to Astoria three years later and resided here until his death in 1930. Considered one of Astoria's leading citizens, Judge Bowlby had an extensive law practice, served as county judge for many years, was president of the Astoria Savings Bank, president of the Astoria Chamber of Commerce, owned several businesses, sat on numerous committees and was a member of the local I.O.O.F. lodge for over 50 years. The Judge's daughter, Violet Bowlby Chessman, was the Dean of Women at Pacific University at Forest Grove during the 1930s. Although several components have been added to this house over the years (including a large commercial addition), it possesses sufficient integrity to convey its architectural history and contributes to the overall architectural history of Astoria. The association with Judge Bowlby is an important factor in the significance of this property.

SOURCES: Sanborn-Perris Map Co. 1888, 1892; Dellinger's Astoria City Directory, Polk's Astoria City Directory 1893-1925; Biographical/Subject Index, Astoria Public Library; *Morning Astorian* 2-15-30:1

NEGATIVE NO.: Roll 4-19
SLIDE NO.:

RECORDED BY: Jill A. Chappel, HRA
DATE: 3-23-95

SHPO INVENTORY NO.:

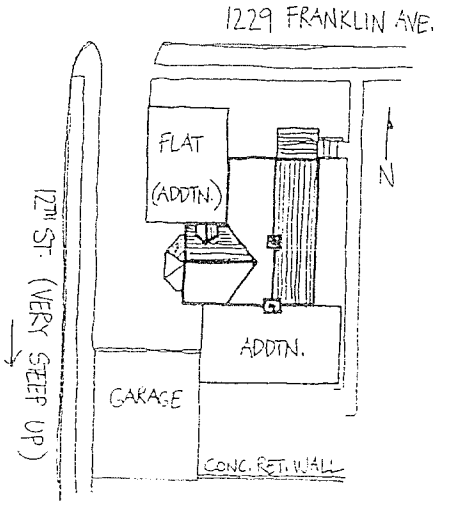
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

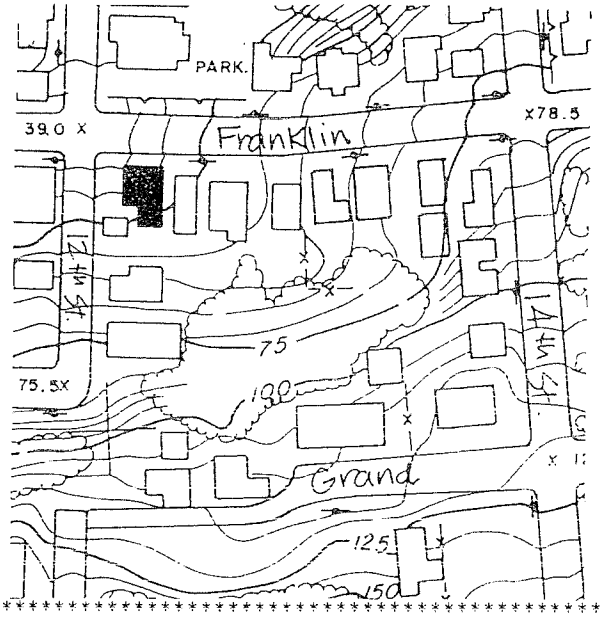
NAME: Bowlby Residence
ADDRESS: 1229 Franklin Avenue
TAX LOT: 2701

T/R/S: T8N/R9W/S8
MAP NO.: 8-9-8CD
QUADRANGLE: Astoria 7½' (1984)

NEGATIVE NO.: Roll 4-19

SLIDE NO.:





GRAPHIC & PHOTO SOURCES: Heritage Research Associates, Inc., 1997 Garden Ave., Eugene, OR. 97403

SHPO INVENTORY NO.

CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

January 22, 2021

VIA USPS to Property Owner and Adrienne at Community Property Management and Email to Adrienne at Community Property Management

Lamont W Hornbeck
8304 Parus Way
Granite Bay, CA 95746-7339

Adrienne
Community Property Management
175 14th Street #120
Astoria, OR 97103

RE: CODE ENFORCEMENT FOR 1229 Franklin (80908CD02701)

It has come to our attention that exterior alterations are in process on the historic building at 1229 Franklin. More specifically, all the windows have been replaced with windows that are not historic and no permit was issued to permit the removal and replacement of said windows. This structure, built around 1892, is listed as Primary in the Shively-McClure National Register District, which requires review prior to new construction or exterior alteration.

Astoria's Development Code, Section 6.050 B states, in part: *Unless otherwise exempted, no person, corporation, or other entity shall change, add to, or modify a building, structure, appurtenance, object, sign, or site in such a way as to affect its exterior appearance, if such structure is listed or identified as a Historic Landmark as described in Section 6.040 without first obtaining a Certificate of Appropriateness.*

We have not received building permits or plans for your current construction work. Removal of existing wood windows and replacement with a different material requires public notice and review by the Historic Landmarks Commission.

I have attached the Exterior Alteration Permit application to this document. Please comply with the Astoria Development Code and submit the application along with the fee by February 3, 2021.

Thank you for your cooperation in this matter.

Regards,

Barbara A. Fryer

Barbara Fryer, AICP
City Planner
bfryer@astoria.or.us

ENC: Exterior Alteration Permit Application
FILE: Code Enforcement Case #CE21-02

RECEIVED
JAN 27 2021
Community Development
CITY OF ASTORIA

CITY OF ASTORIA
Founded 1811 • Incorporated 1856
COMMUNITY DEVELOPMENT

EX 21-02

☒ Fee Paid Date 1/27/21 By ck# 12298
FEE:$750.00

EXTERIOR ALTERATION FOR HISTORIC PROPERTY
>25,000 Project Value

Property Address: 1229 Franklin Avenue Astoria, OR 97103

Lot 1 Block 68 Subdivision McClure's

Map 8D90BCD02701 Tax Lot 2701 Zone C4

For office use only:			
Dr. Harvey Award 1990			
Classification:	Primary	Inventory Area:	Shively-McClure

Applicant Name: Adrienne Fabrique

Mailing Address: 175 14th St Ste 120 Astoria, OR 97103

Phone: 503-325-5678 Business Phone: 503-839-2206 Email: adriennefe.communitypm.us

Property Owner's Name: Lamont Hornbeck

Mailing Address: 729 Sunrise Ave Ste 700 Roseville, CA 95661

Business Name (if applicable): Community Property Management

Signature of Applicant: Fabrique

Signature of Property Owner: Lamont W. Hornbeck

Existing Construction and Proposed Alterations: New weatherproofed windows made of wood composite material by Anderson windows - current were wood & were rotting & letting water in. Eventual Painting of whole exterior in similar color currently paint is severly chipped off. Replacement of rotting porch with like/same design & materials.

For office use only:			
Application Complete:		Permit Info Into D-Base:	1-28-21
Labels Prepared:		Tentative HLC Meeting Date:	3-16-21
120 Days:			

FILING INFORMATION: Historic Landmarks Commission meets at 5:15 pm on the third Tuesday of each month. Complete applications must be received by the 13th of the month to be on the next month's agenda. A pre-application meeting with the Planner is required prior to the acceptance of the application as complete. **Only complete applications will be scheduled on the agenda.** Your attendance at the Historic Landmarks Commission meeting is recommended.

Briefly address each of the Exterior Alteration Criteria and state why this request should be approved. (Use additional sheets if necessary.):

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
We are trying to create nicer dwelling units in the structure. & intend to rent the two apartments out but as it exists currently the house is uninhabitable due to a number of issues.

2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
We are going to make the best attempt to design the home to keep its ornate original qualities. Due to the environment of Astoria & age of the home there is currently significant rot & we intend to fix those areas to appear how they once looked.

3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
We are not doing any "modernizations" appearance-wise but keeping the original feel of the home is very important to how we with upgrades that allow it to withstand the climate environment.

4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
No significant appearance changes will be made & we just want to remove the rotting & dysfunctional parts & replace with similar appearance, if not exact.

5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
Our designs lead contractor & owner & manager whole heartedly agree.

6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
We agree with this - in some cases there is significant rot but those designs & structures will match as closely as we can & know about what existed prior to the rot.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

This was never the intended plan at all & we agree to be very gentle with the existing products on the home.

8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.

We agree.

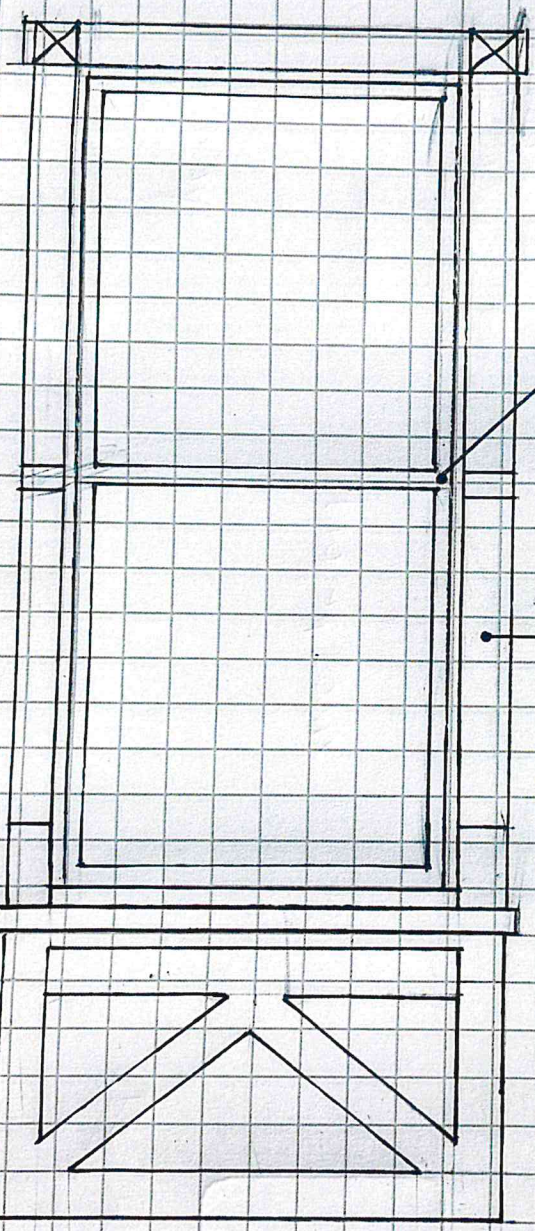
9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and addition do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

We agree to this & will do everything we can to preserve the integrity of the properties significant craftsmanship.

10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

There will be no structural additions & we intend to maintain the character of the home exactly as it is, without the damage & rot that exists

PLANS: A site plan indicating location of structure on the property and the location of the proposed alterations is required. Diagrams showing the proposed alterations indicating style and type of materials proposed to be used. Scaled free-hand drawings are acceptable. The City may be able to provide some historic technical assistance on your proposal.



NEW WINDOW FRAME. VISUAL EXPOSURE = 2" OF NEW FRAME.

EXISTING WINDOW TRIM. VISUAL EXPOSURE OF EXISTING TRIM = 5" THIS TRIM DETAIL WILL BE PAINTED WHITE TO SOFTEN VISUAL IMPACT OF NEW COMPOSITE WINDOW FRAME.

WINDOW DETAIL FOR 1229 FRANKLIN AVE.

To whom it may concern regarding the completeness of the application for window replacement for 1229 Franklin Avenue:

1. See attached documents directly from Anderson Windows. They are made of Fibrex, a wood composite material.

2. Rails: Original – 2" New – 2"; Stiles: Original – 2" New – 3" ; Muntins: Original – None existing, not applicable New – None ;

3. Depth of Windows: Original – 2 ½ " New – 3 ¼ "

4. See attached report from Dave Hosie.

5. The ogees will be retained in the new design of the window – the contractor, David Hosie, is sub-contracting a boutique woodworker to recreate the same historic design pieces that were included in the windows that were removed from 1229 Franklin Avenue. They will be designed for all windows that included the ogees originally to maintain the historic façade of the building.

6. Style/Operation/Design: Original – The original windows were all single hung ; New – all windows are single hung but one – in the kitchen there was formerly a large picture window with no functionality of opening for ventilation – there is now an XO under fixed window in the kitchen/dining area.

7. The only windows that had a multi-lite window design are in the back of the house – these are not visible for anyone but the resident of the home. There were no other multi-lite windows removed from the home.

8. All materials and design will be exact as it is today, as we will be replacing boards with the same boards & painting the original color of the porch currently. There will be absolutely no re-design of the front porch, except to make sure it is stable & safe for use.

For any questions regarding this application or construction & installation of the windows, please contact Adrienne Fabrique at 503-839-2206, or David Hosie, GC of Youngs Bay Remodeling Company, who installed all windows at 1229 Franklin Avenue at 503-553-9117.

Youngs Bay Remodeling Co.

Dave Hosie
92663 Wireless Rd Astoria, Oregon
503-553-9117
d.hosie49@gmail.com

(4)

To: Community Property Management

Dear Adrienne,

We have evaluated the windows at 1229 Franklin Ave and our findings are as follows.

All (21 exterior windows & 2 interior windows) of the existing window frames had cracked and peeling paint causing the glazing putty to fail and fall away from the glass panes.

We found frame deterioration in many windows often resulting in the frames no longer able to open or properly support the glass.

All of the glass panes in the windows were brittle and offered very little insulation value to the home.

We found dry rot around the window in the kitchen that could have been caused by the failing window frame and trim.

Our recommendation is that all the windows be replaced with windows that meet current insulation and operational standards.

Warm regards,

Dave Hosie
Owner

(1)

COMPOSITE - THE SMART ALTERNATIVE TO VINYL

We developed a material that is 2x as strong as vinyl, performs better when exposed to extreme temperatures and delivers exteriors that won't fade, flake, blister or peel. We call it Fibrex® ...terial. It's made up of reclaimed wood fiber and thermoplastic polymer that is fused together and ...ue to Andersen.

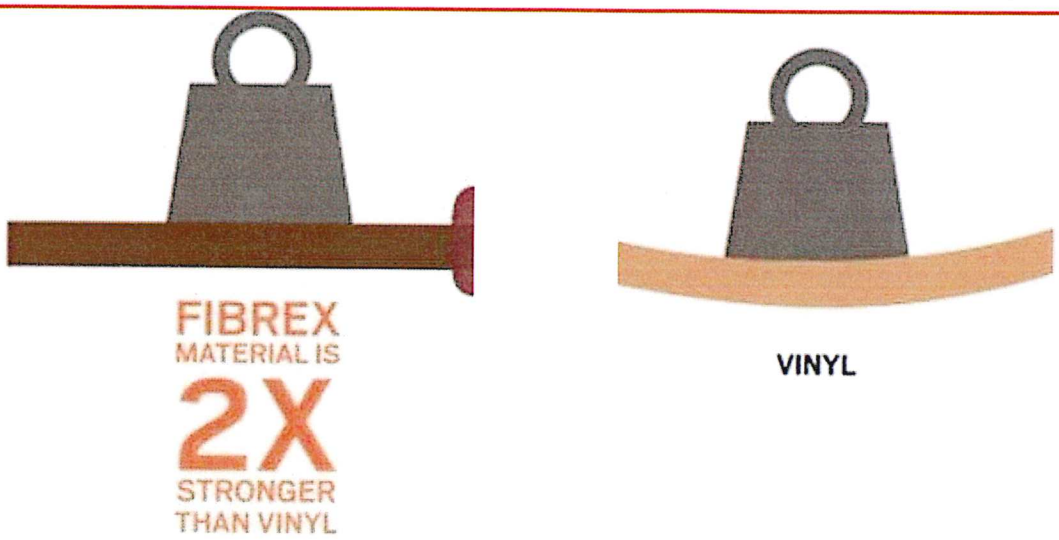
Feedback

What Is Fibrex® Material?

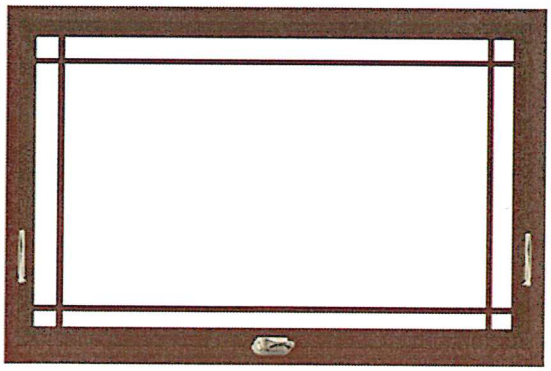
- A blend of 40 percent wood fiber by weight, mostly reclaimed from Andersen manufacturing processes, with 60 percent thermoplastic polymer by weight, some of which is also reclaimed.
- Blocks thermal transfer nearly 700 times better than aluminum to help reduce heating and cooling bills.
- Reduces VOC emissions because no wood preservative treatments or painting is required.
- Twice as strong as vinyl, so weathertight seals stay weathertight.
- Retains its stability and rigidity in all climates.
- A unique fabrication process blends the color with the Fibrex® material during production for long-lasting beauty.
- Resists rot, decay and fungal growth, and won't flake, blister, peel, pit or corrode*

*See individual product warranties for more information.

Feedback



A-Series



A-Series

AWNING WINDOW

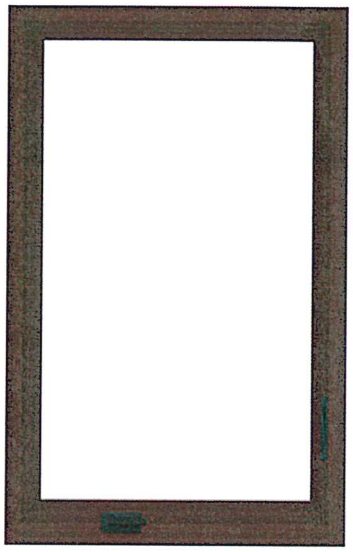
★★★★★ 5.0 • $$$$$

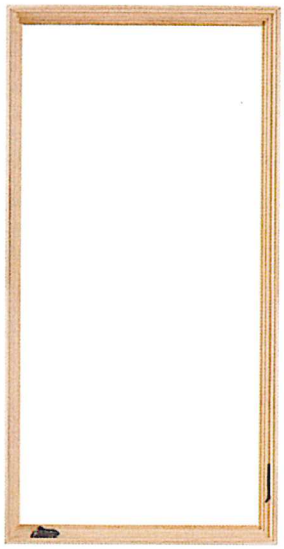
- Weather-resistant design makes this our best-performing awning

Feedback

- Triple-pane glass options provide exceptional energy efficiency

DESIGN THIS WINDOW VIEW DETAILS





A-Series

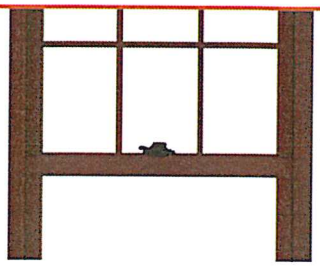
CASEMENT WINDOW

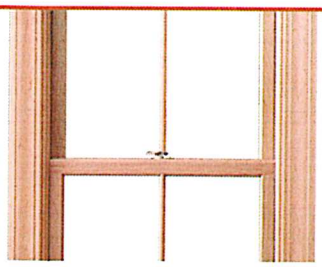
★★★★★ 4.8 • $$$$$

- Weather-resistant design makes this our best-performing casement
- Wide array of style options including factory-finished wood interiors for architectural authenticity
- Triple-pane glass options provide exceptional energy efficiency

DESIGN THIS WINDOW VIEW DETAILS

Feedback





A-Series

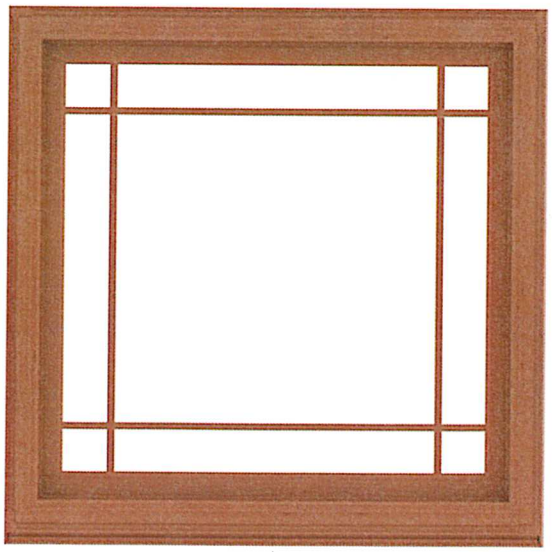
DOUBLE-HUNG WINDOW

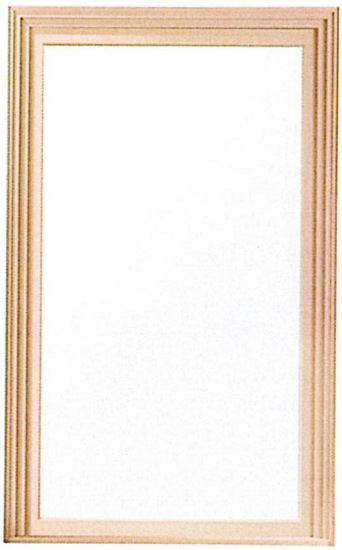
★★★½ 3.6 • $$$$$

- Our best-performing double-hung
- Wood protected by fiberglass and Fibrex® composite material
- Stained and painted wood interiors offer architectural authenticity

DESIGN THIS WINDOW

VIEW DETAILS





Feedback

★★★★★ 5.0 • $$$$$

- Our best performing picture window
- Wood protected by fiberglass
- Beautiful wood options for architectural authenticity

DESIGN THIS WINDOW VIEW DETAILS

100 Series

100 Series

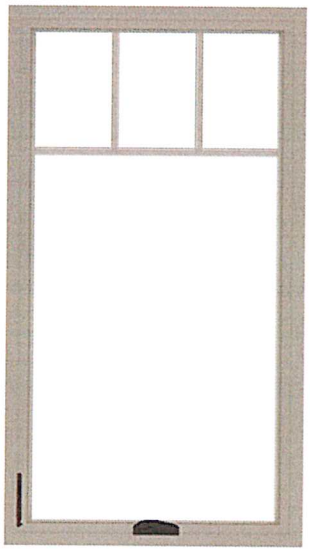
AWNING WINDOW

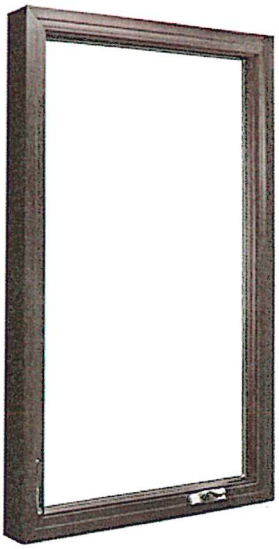
★★★★★ 5.0 • $$$$$

- Made with Fibrex® composite material
- Won't fade, flake, blister or peel
- Available as single unit or twin combinations
- Available as replacement insert window

Feedback

DESIGN THIS WINDOW VIEW DETAILS





100 Series

CASEMENT WINDOW

★★★★ 3.9 • $ $ $ $ $

- Made of Andersen-exclusive composite material (Fibrex®), which is twice as strong as vinyl
- Virtually maintenance-free
- Available as single units or in twin and triple combinations
- Available as replacement insert window

DESIGN THIS WINDOW VIEW DETAILS

Feedback

★★★★½ 4.3 • $ $ $ $ $

- Made with composite material known as Fibrex®
- One stationary sash and one that opens
- A three-sash option, where two sash glide past a center sash, is also available
- Available as replacement insert window

DESIGN THIS WINDOW VIEW DETAILS

100 Series

PICTURE WINDOW

★★★★ 3.9 • $ $ $ $ $

- Made with our sustainable composite Fibrex® material
- Narrower frames mean more glass - and more view
- Available as single, twin or triple combinations and as transom windows
- Available as replacement insert window

DESIGN THIS WINDOW VIEW DETAILS

Feedback

★★★★ 4.1 • $ $ $ $ $

- Made with Andersen-exclusive Fibrex® composite material
- Warranted not to flake, rust, blister, peel, crack, pit or corrode
- Movable lower sash allows ventilation
- Available as replacement insert window

DESIGN THIS WINDOW VIEW DETAILS

100 Series

GLIDING PATIO DOOR

★★★½ 3.5 • $ $ $ $ $

- Durable Fibrex® composite material construction
- Rigorously tested to deliver years of smooth, reliable operation
- One stationary panel and one that glides smoothly on adjustable rollers

DESIGN THIS DOOR VIEW DETAILS

Why Materials Matter

Materials are one way that we've led the industry in innovation. Explore the ways we use different materials and find out why.

EXPLORE MATERIALS

Feedback

The Andersen Difference

Whether you're renovating your home or building from the ground up, we've got what you're looking for. When you choose Andersen, we not only provide you with high-performing, dependable products, we support them with exceptional service. New windows and doors can be a major investment, but if you choose wisely, you're rewarded with better light, comfort, added security and energy efficiency.

When it comes to making such an important decision, make sure you go with a brand you can trust. We put our products through the toughest tests so when you put them in your home, they'll perform.

DISCOVER THE ANDERSEN DIFFERENCE

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Enter address, city and state, or zip code

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Renewal by Andersen

Weiland

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Feedback

CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

February 8, 2021

Applicant:
Adrienne Fabrique
175 14th St #120 adriennef@communitypm.us
Astoria, OR 97103

Property Owner:	*Property Owner per Assessor Records:*
Lamont W Hornbeck • 8304 Parus Way Granite Bay, CA 95746-7339 • 729 Sunrise Avenue # 700 Roseville, CA 95661	Lamont W Hornbeck • 8304 Parus Way Granite Bay, CA 95746-7339

RE: Completeness Review of Exterior Alteration Request (EX21-02) at 1229 Franklin Avenue
(Map T8N R9W Section 8CD, Tax Lots 2701 & 2702; Lots 1 and west 16' Lot 2, Block 68, McClure)

The City received the Exterior Alteration Request (EX21-02) January 27, 2021. The first step of the City process is to review the application material that was submitted to determine if everything that is required per the Development Code has been submitted. This is called a completeness review. Once an application is considered complete, City staff will conduct a deeper analysis, prepare a recommendation, and take it to the appropriate decision-making body for a public hearing.

After review of the application materials received, this application has been deemed **Not Complete**. The following items need to be submitted to deem the application complete.

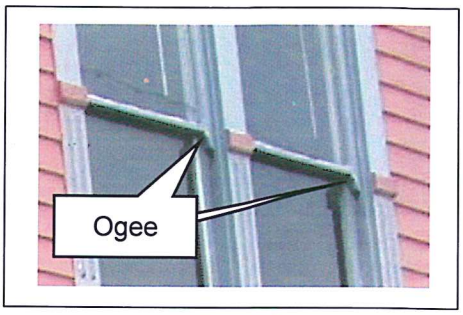
1. Detailed information from manufacturer on window material/spec sheets (vinyl, vinyl clad wood, fiberglass, etc.).

2. Dimensions of historic window elements and dimensions of new window elements (rail, stile, muntins, etc. - see attached diagram).

3. Depth of window installation (see attached diagram).

4. Condition of each window replaced and how it was determined to be "unrepairable" versus in need of replacement. Identify who did the window condition investigation and provide a copy of their report.

5. Describe how the ogees would be applied to the new windows to retain the same historic design.



6. Identify the style, operation, and design of each window removed. Identify the style, operation, and design of each window replacement.

7. Describe how the multi-lite window design of the west and rear windows would be accomplished to retain the same historic design.

8. The text of the application indicates that the porch is proposed to be replaced with "like/same" design and materials. Please indicate any changes from "same" materials and design proposed for the porch to be included with this application. If it is not part of this application, it will need to be reviewed with a separate application at a later date.

If the above noted material is submitted and the application is deemed complete by February 15, 2021, the Exterior Alteration Request (EX21-02) could be considered by the Historic Landmarks Commission on March 16, 2021. This is the earliest meeting the request can be heard; but depending on the date of completeness, it would be a considered at a later meeting date. Members of the public will be given an opportunity to submit written testimony in favor, neutral, or against the application prior to the meeting, and written or verbal testimony during the public hearing. A staff report with Findings of Fact will include all the information submitted and will be mailed and/or emailed to you one week prior to the hearing date.

State regulations require that we advise you of State mandated time lines. Oregon Revised Statutes §227.178 requires final action on certain applications within 120 days of deeming the application complete. The 120th day for your application will be determined once the application is deemed complete. With that requirement, you need to acknowledge, in writing, your intent to provide the material required to complete the application, as identified above. To do this, please sign below and return this acknowledgement within 30 days of the date of this letter to the Community Development Department, 1095 Duane Street, Astoria OR 97103.

If you indicate your intent to complete the application, you will have 180 days from the date of this letter to submit the required material, in accordance with ORS 227.178. If you fail to submit the material within 180 days, your application will be deemed complete and the application will then be processed based upon the information submitted.

ACKNOWLEDGMENT

I ([X] intend / [ ] do not intend) to provide the additional material identified in this correspondence from the Community Development Department.

L Paliugue
Signed and Acknowledged (Applicant signature)

2/14/21
Date

Return to: Community Development Department, 1095 Duane Street, Astoria OR 97103

In addition, the property is currently in a code violation concerning the removal of the historic chimney in 2013. At that time, the front chimney was approved to be removed and replaced with a contemporary chimney. There were numerous contacts at that time with the contractor and property manager concerning the replacement of the rear chimney that was removed without permits. Be advised that this continues to be a violation and needs to be addressed.

If you have any questions or need additional information, please contact me at rosemaryjcurt@gmail.com.

THE CITY OF ASTORIA

Rosemary Johnson

Rosemary Johnson
Planning Consultant

CITY OF ASTORIA

Founded 1811 • Incorporated 1856

Mail 2-19-21
Email 2-19-21
Web 2-19-21
On Site 2-24-21
Pub 3-6-21

1095 Duane Street • Astoria, OR 97103 • Phone 503-338-5183 • www.astoria.or.us • comdevadmin@astoria.or.us

NOTICE OF PUBLIC HEARING

YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA

Due to the COVID-19 Pandemic, public hearings will be conducted in the City Council Chambers with a limited seating arrangement. Masks are required. To adhere to the social distancing recommendation, you may also participate in the public hearing remotely. Go to https://www.astoria.or.us/LIVE_STREAM.aspx for connection options and instructions (included on page 2 of this notice as well). You may also use a telephone to listen in and provide public testimony. At the start of the meeting, call (253) 215-8782 and when prompted enter meeting ID# 503 325 5821.

The City of Astoria's Historic Landmarks Commission will hold a public hearing on **Tuesday, March 16, 2021 at 5:30 p.m.** in the Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Exterior Alteration Request (EX21-02) by Adrienne Fabrique for Lamont Hornbeck to replace all existing wood windows with composite material, reconfigure one east side window from 2/2 to 1/1 window, reconfigure one west side window to fixed and sliding window, and reconfigure rear first floor windows from 4/4 to 1/1 windows at 1229 Franklin Avenue (Map T8N R9W Section 8CD, Tax Lots 2701 & 2702; Lots 1 and west 16' Lot 2, Block 68, McClure) in the C-4 (Central Commercial) Zone. The site is designated historic in the Shively-McClure National Register District. Development Code Sections 2.425 to 2.445 (C-4), Articles 6 and 9, and Comprehensive Plan Sections CP.005 to CP.028 (General Provisions), CP.050 to CP.055 (Central Residential), CP.240 to CP.255 (Historic Preservation), are applicable to this request.

2. New Construction Request (NC21-01) by Portway Station LLC / Chester Trabucco to construct one building at 432 West Marine Drive (Map T8N R9W Section 7CC, Tax Lot 3500; Lots 34, 35, 36, Block B, Taylor) and one building at 65 Portway (Map T8N R9W Section 7CC, Tax Lot 1600; Lot 1, Block B, Taylor) in the C-3 Zone (General Commercial) and the Uniontown Overlay Zone (UTO). The structure will be adjacent to structures designated as historic in the Uniontown-Alameda National Register Historic District. Development Code Standards in Sections 2.385 to 2.415 (C-3 Zone), 14.145 to 14.163 (UTO), Articles 6 (Historic Properties), 9 (Administrative Procedures), Comprehensive Plan Sections CP.005 to CP.028 (General Policies), CP.030 to CP.035 (West End Area), CP.077 to CP.078 (Uniontown Overlay Area), CP.240 to CP.255 (Historic Preservation), CP.215 to CP.230 (Housing) are applicable to the request. Additional review by the Design Review Commission will occur at a future date.

A copy of the application, all documents and evidence relied upon by the applicant, the staff report (published seven days prior to the hearing), and applicable criteria, are available for inspection at no cost and will be provided at reasonable cost. All such documents and information are available by contacting the Community Development Department by mail at 1095 Duane Street, Astoria, OR 97103, by email at comdevadmin@astoria.or.us or by phone at (503) 338-5183.

The location of the hearing is accessible to the handicapped. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting the Community Development Department 48 hours prior to the meeting at (503) 338-5183.

All interested persons are invited to express their opinion for or against the request(s) at the hearing, or by letter addressed to the Historic Landmarks Commission, 1095 Duane St., Astoria OR 97103. Email transmissions may be sent to comdevadmin@astoria.or.us Testimony and evidence must be directed toward the applicable criteria identified above or other criteria of the Comprehensive Plan or land use regulation which you believe apply to the decision. Failure to raise an issue with sufficient specificity to afford the Historic Landmarks Commission and the parties an opportunity to respond to the issue precludes an appeal based on that issue.

The Historic Landmarks Commission's ruling may be appealed to the City Council by the applicant, a party to the hearing, or by a party who responded in writing, by filing a Notice of Appeal within 15 days after the Historic Landmarks Commission's decision is mailed. Appellants should contact the Community Development Department concerning specific procedures for filing an appeal with the City. If an appeal is not filed with the City within the 15-day period, the decision of the Historic Landmarks Commission shall be final.

The public hearing, as conducted by the Historic Landmarks Commission, will include a review of the application and presentation of the staff report, opportunity for presentations by the applicant and those in favor of the request, those in opposition to the request, and deliberation and decision by the Historic Landmarks Commission. The Historic Landmarks Commission reserves the right to modify the proposal or to continue the hearing to another date and time. If the hearing is continued, no further public notice will be provided.

THE CITY OF ASTORIA

MAIL: February 19, 2021

Tiffany Taylor
Administrative Assistant

Connection options and instructions to participate remotely in the public hearing.

Due to the COVID-19 Pandemic, public meetings will be conducted in the City Council Chambers with a limited seating arrangement. Masks are required. To adhere to the social distancing recommendation, you may also fully participate in the meeting remotely using the connection options listed below:

ONLINE MEETING ZOOM

At start of our Public Meetings you will be able to join our online ZOOM meeting using your **mobile or desktop device** and watch the live video presentation and provide public testimony.

Step #1: Use this link: https://www.astoria.or.us/zoom/
Step #2: Install the Zoom software on your mobile device, or join in a web browser
Step #3: If prompted, enter the Meeting ID number: 503 325 5821

Note: Your device will automatically be muted when you enter the online meeting. At the time of public testimony, when prompted you may choose to select the option within the ZOOM software to "raise your hand" and notify staff of your desire to testify. Your device will then be un-muted by the Host and you will be called upon, based on the name you entered within the screen when you logged in.

TELECONFERENCE ZOOM

At start of our Public Meetings you will be able to **dial-in using your telephone** to listen and provide public testimony.

Step #1: Call this number: **253-215-8782**
Step #2: When prompted, enter the Meeting ID number: 503 325 5821

*Note: Your phone will automatically be muted when you enter the conference call. At the time of public testimony, when prompted, you may dial *9 to "raise your hand" and notify staff of your desire to testify. Your phone will then be un-muted by the Host and you will be called upon based on your phone number used to dial-in.*

AUDIO-ONLY LIVESTREAM

At start of our Public Meetings you will be able to access the Audio only to listen to the meeting.

Step #1: Use this link to access the online audio: http://audio.coao.us

CITY OF ASTORIA
Founded 1811 ● Incorporated 1856
1095 Duane Street • Astoria, OR 97103 • Phone 503-338-5183 • www.astoria.or.us • planning@astoria.or.us

STAFF REPORT AND FINDINGS OF FACT

REPORT RELEASE DATE: March 10, 2021

COMMISSION HEARING DATE: March 16, 2021

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: NEW CONSTRUCTION REQUEST (NC21-01) TO CONSTRUCT ONE BUILDING AT 432 W MARINE DRIVE AND ONE AT 65 PORTWAY STREET

I. SUMMARY

A. Applicant: Portway Station LLC
Chester Trabucco
990 Astor Street
Astoria OR 97103

B. Owner: Raider Holdings LLC
c/o John Harper
327 W Marine Drive
Astoria OR 97103

C. Location: 432 West Marine Drive; Map T8N R9W Section 7CC, Tax Lot 3500; Lots 34, 35, 36, Block B, Taylor

65 Portway Street; Map T8N R9W Section 7CC, Tax Lot 1600; Lot 1, Block B, Taylor

D. Classification: Adjacent to structures designated historic in Uniontown-Alameda National Register Historic District and within the Uniontown Overlay Area

E. Proposal: To construct a mixed commercial/ multi-family residential structure at 432 W Marine; and a multi-family residential structure at 65 Portway

F. Associated Application: The applicant has also submitted a Design Review application (DR21-01) for 432 W Marine. The Design Review application is tentatively scheduled to be reviewed by the Design Review

Commission on April 1, 2021. The applicant may need to apply for a variance from maximum height for 435 W Marine and from required off-street parking for both buildings.

G. 120 Days: July 1, 2021 (application deemed complete on March 3, 2021)

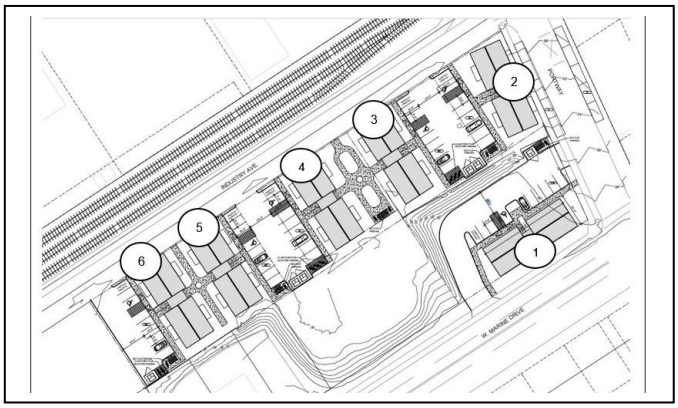
II. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on February 19, 2021. Email and web publishing also occurred on February 19, 2021. A notice of public hearing was published in the *Astorian* on March 6, 2021. On-site notice pursuant to Section 9.020.D was posted February 24, 2021. Any comments received will be made available at the Historic Landmarks Commission meeting.

III. BACKGROUND

The subject property is currently two lots - one fronting on West Marine Drive is a former gas station site of 15,757 square feet; and one site of 7,272 square feet on the corner of Portway and Industry is developed with a two-story commercial building. It is located in the C-3 Zone (General Commercial) and the West Marine Drive lot is also located within the Uniontown Overlay Zone (UTO). The proposed use is for multi-family dwellings and the West Marine Drive site would also have commercial facilities on the ground floor. These are all outright uses within the zone. The West Marine Drive site will require Design Review (DR21-01) which is pending review by the Design Review Commission (DRC) at its April 1, 2021 meeting. The applicant would also need to apply for a Variance from the off-street parking requirements, and possibly from building height for the West Marine Drive site. The applications have not been submitted and would be reviewed by the Planning Commission (APC).

The applicant is proposing a larger development which would consist of six separate units. Each unit is proposed to be constructed of cargo containers, three high and two deep connected by a central staircase with another group of three high and two deep for a total of 12 units per Pod. For ease of reference, staff has identified each structure, including two units and staircase, as a “Pod” as per this diagram. For this application, Pod 1 is the West Marine Drive site and Pod 2 is the Portway/Industry site. Only Pod 1 and Pod 2 are subject to HLC review and only Pod 1 is subject to DRC review. Findings of Fact will address common items together and specific design differences of each Pod separately. Conditions of approval will also be separated for each Pod. The remaining Pods within the development do not require design review and will be reviewed for zoning compliance by the Planner.

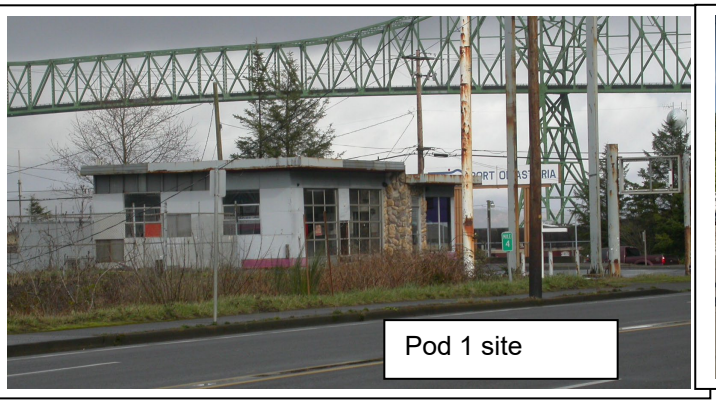


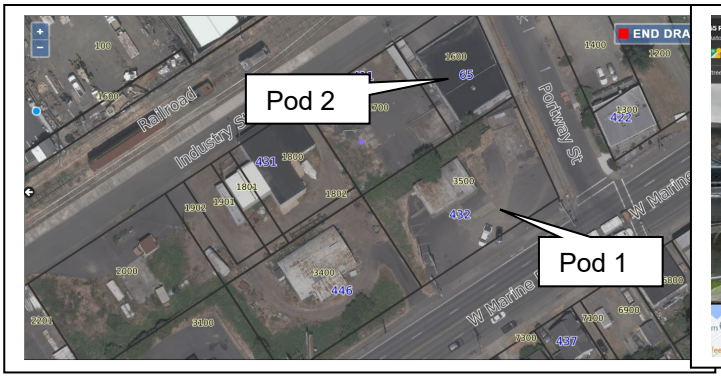
Staff has worked with the applicant for several weeks concerning design and material changes. There may be conflicting items within the application material. However, the HLC should consider the details, materials, dimensions, etc. as noted in the staff report as the final design presented by the applicant.

In the past year, the City Council adopted amendments to the Riverfront Vision Overlay Zones and adopted the Uniontown Overlay Zone. One of the changes with these recent amendments is that the HLC is charged with reviewing the "historic compatibility" criteria of these overlay zones when a proposed project is adjacent to a historic structure and requires HLC review in accordance with Article 6, Historic Properties Ordinance. Section 14.147 details that requirement and is noted later in these Findings of Fact. If a project does not require HLC review, then the DRC would review the historic compatibility criteria of Article 14 (Overlay Zones) with the "neighborhood". This new review procedure eliminates overlap of Commission review so that any decision is consistent as some criteria is subjective and each Commission could come to different conclusions.

A. Site:

Pod 1 site is on the north side of West Marine Drive and west side of Portway Street. Pod 2 is on the corner of the west side of Portway Street and the south side of Industry Street. The two sites are at different elevations with Pod 2 site below Pod 1 site. Both sites are relatively flat with a steep bank on the north side of Pod 1 site separating it from Pod 2 site.

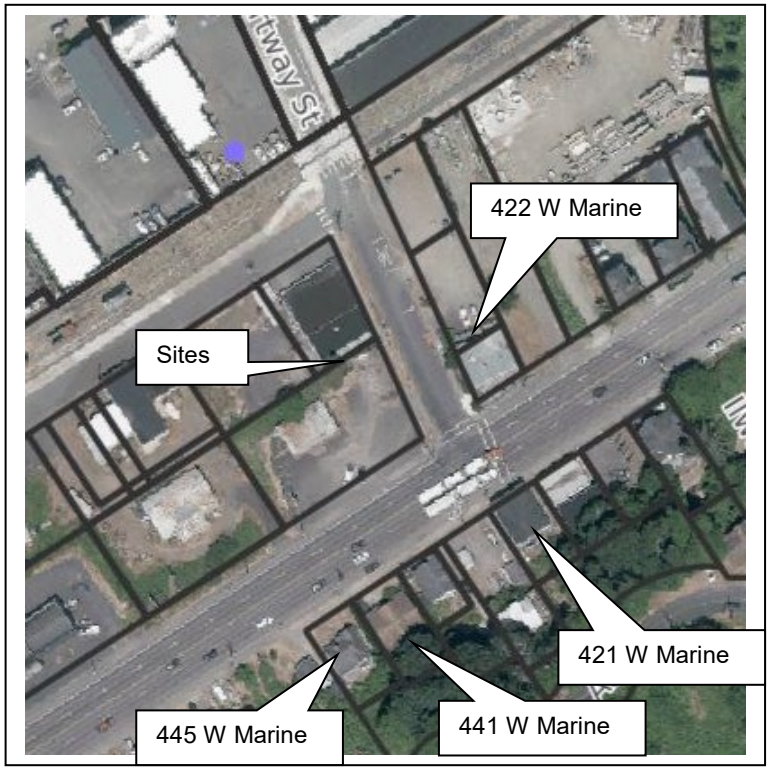




B. Neighborhood:

The neighborhood is developed with a mixture of commercial, residential, and industrial uses. West Marine Drive has single-family and multi-family dwellings on both the north and south side of the right-of-way. It also has several commercial operations such as Portway Tavern at the corner of Portway Street, fast lube, and coffee shop on the south side of the right-of-way to the west, and a granite monument works operation on the south side of the right-of-way. To the north is the Port of Astoria and the numerous fish processing facilities at Pier 2, Astoria River Walk Inn, the historic train repair Quonset hut facility, an industrial warehouse, and Bergerson Construction facility.

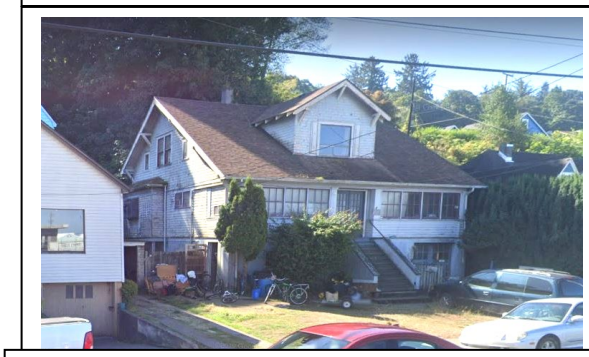
C. Adjacent Historic Properties:



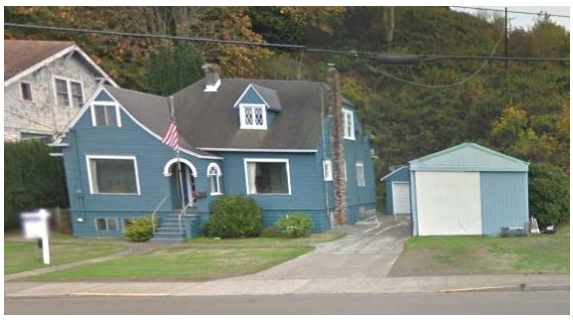
422 W Marine
Secondary
Uniontown-Alameda National Register
Historic District
Early 20th Century Style
1923

421 W Marine
Primary
Uniontown-Alameda National Register
Historic District
Vernacular
c. 1915

441 W Marine
Primary
Uniontown-Alameda National Register
Historic District
Bungalow
c 1910



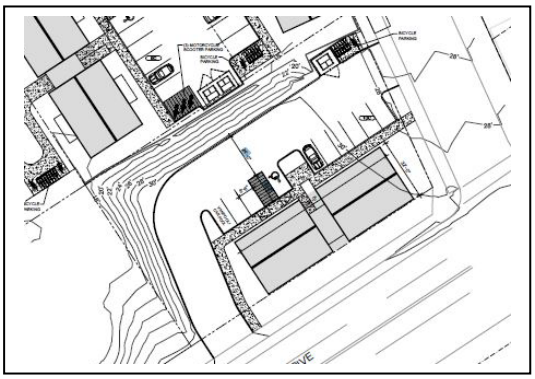
445 W Marine
Secondary
Uniontown-Alameda National Register
Historic District
English Cottage
c 1925

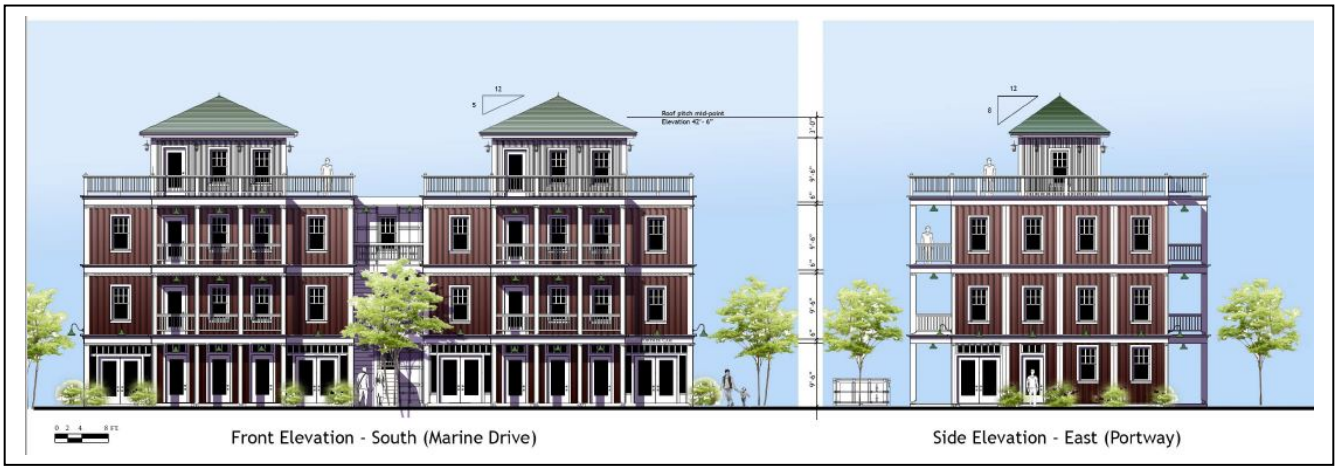


D. **<u>Proposal for Pod 1</u>:**

To construct a multi-family dwelling with commercial facilities on the ground floor.

Style/Form: two rectangular structures connected with a common central staircase. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 30' x 90'. Design elements are proposed to give it more of a commercial / residential style than industrial.





Roof/height: Flat roof of walkable decking material at a height of 30' to the parapet with balustrade and a central "pop-up" room with a 5:12 pitch hip roof at a height of 42.5' to the mid-point between the eave and ridge; architectural composition shingles on the hip roof in a dark green color.

Siding: Vertical ribbed Corten steel cargo container units stacked; adjoining staircase exterior walls would be the cargo container unit doors with existing cargo door locking hardware remaining.

Examples from applicant

Shipping Container-apartments Phoenix - The Oscar

Shipping Containers-on-Grand-apartment - Phoenix

Applicant has submitted an alternative cargo container that is not ribbed and has vertical lines of rivets.

Applicant has also indicated that alternative siding may be applied to the cargo container unit, such as wood or fiber cement board and batten.

Example of board and batten submitted by applicant

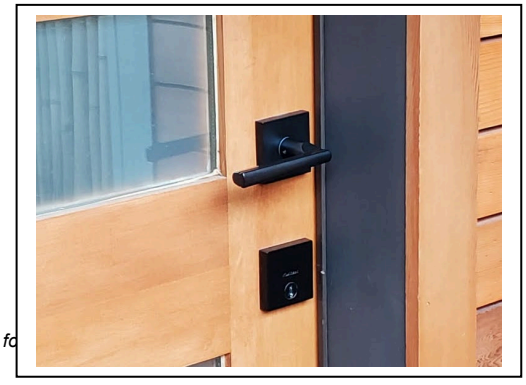
Windows: windows on all elevations; single-hung Fibrex composite material; exterior/interior muntins in a 6/1 configuration; dimensions are 2'8" W x 5'.0" H. Windows would have wood casings with a dimension of 4" W x 1 ¼" D. Windows will be recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange welded onto the wall at the interior, where the windows will be set.

Front Elevation - South (Marine Drive)

Side Elevation - West

Rear Elevation (North)

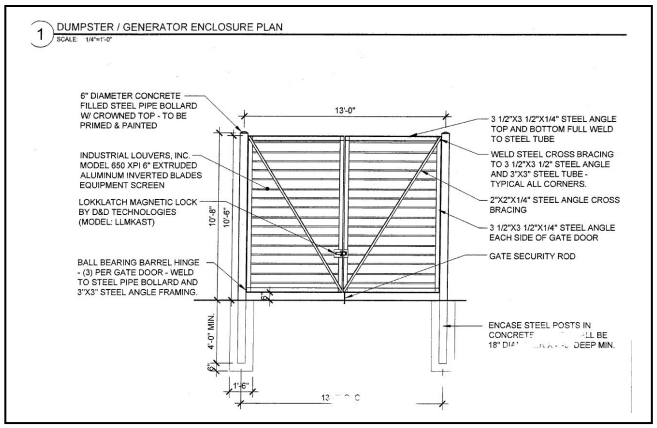
Doors: Entry and deck doors will be a fiberglass composite door with a full center lite. Dimensions are 7'-0" H x 3'-0" W. Ground floor to have doors for multiple commercial units. Ground floor commercial spaces would include transoms above the doors. Contemporary metal door hardware.



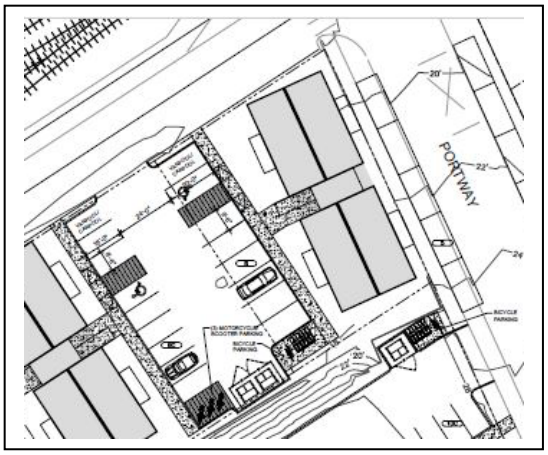
Other Design Elements: belt course between floors of a 12” metal “cornice” band; 6’ deep porches on north and south elevations with wood support posts and balustrades; balustrade on roof to allow outside use of roof area; pop-up room on roof with 10’ setback from building facade on all sides; central covered/open staircase between the two units with concrete stairs, wood balustrades, and cargo container doors with existing hardware to create open wall areas.

Exterior Lighting: See Section F as lighting is the same for both Pods.

Solid Waste Disposal Area: one enclosure is proposed for Pod 1 in the northeast corner of the lot; one double wide enclosure is proposed on the south, rear property line between Pods 2 & 3. Concrete support posts with metal framing; Dimensions are 13' deep x 20' wide x 5.5’ tall and includes recycle and trash. Cedar on the sides. Slatted cyclone fencing on the gates



E. **Proposal for Pod 2:**



To construct a multi-family dwelling.

Style/Form: two rectangular structures connected with a common central staircase. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 30' x 90'. Design elements are proposed to give it more of a commercial / residential style than industrial.

Roof/height: Side gable roof with 4.5:12 pitch at a height of 35' to the mid-point between the eave and ridge; shed roof over porches; architectural composition shingles in a dark green color.

Siding: Vertical ribbed Corten steel cargo container units stacked; adjoining staircase exterior walls would be the cargo container unit doors with existing cargo door locking hardware remaining.

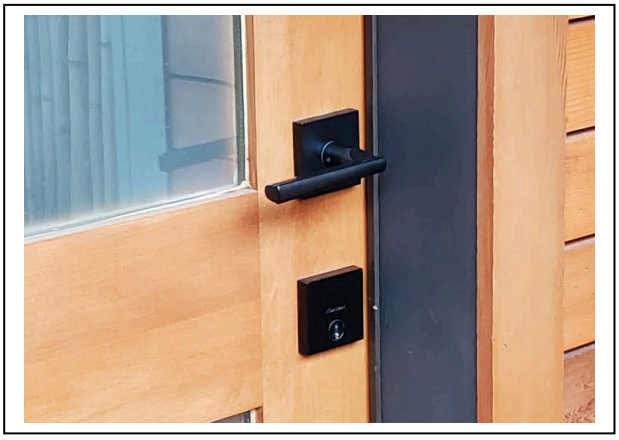
Examples from applicant

Shipping Container-apartments - Phoenix - The Oscar

Shipping Containers-on-Grand-apartment - Phoenix

Windows: windows on all elevations; single-hung Fibrex composite material; exterior/interior muntins in a 6/1 configuration; dimensions are 2'8" W x 5'.0" H. Windows will have wood casings with a dimension of 4" W x 1 ¼" D. Windows will be recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange welded onto the wall at the interior, where the windows will be set.

Doors: Entry and Deck doors will be a fiberglass composite door with a full center lite. Dimensions are 7'-0" H x 3'-0" W. Contemporary metal door hardware.



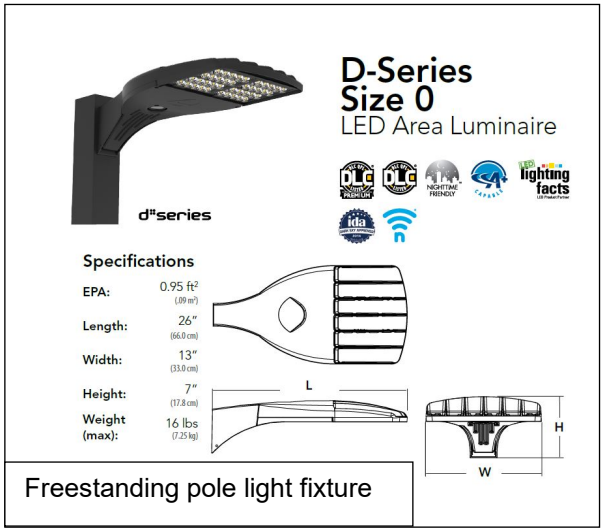
Other Design Elements: belt course between floors of a 12" metal "cornice" band; 6' deep porches on east and west elevations with wood support posts and balustrades; central covered/open staircase between the two units with concrete stairs, wood balustrades, and cargo container doors with existing hardware to create open wall areas.

Exterior Lighting: See Section F as lighting is the same for both Pods.

F. Lighting for Pods 1 & 2.

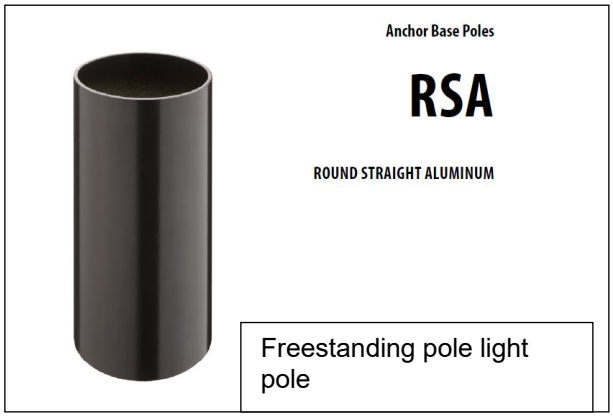
Exterior Lighting: Freestanding pole light fixtures on site; goose neck pan lighting on building; bollard lights along pathways.

Building goose neck lights



Freestanding pole light fixture

Bollard Lights



Freestanding pole light pole

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

A. Section 6.070.A, New Construction, Certificate of Appropriateness, states *"No person, corporation, or other entity shall construct a new structure adjacent to or across a public right-of-way from a Historic Landmark as described in Section 6.040, without first obtaining a Certificate of Appropriateness from the Historic Landmarks Commission."*

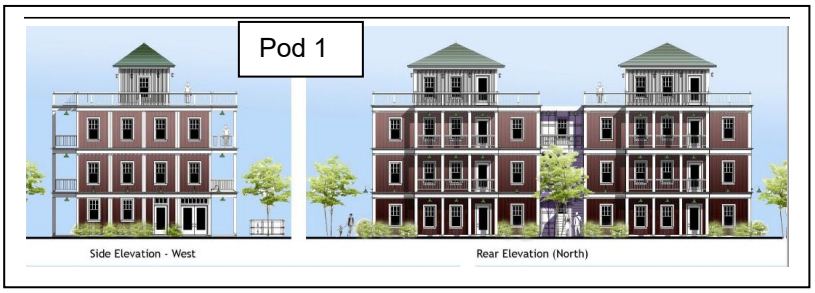
Finding: The proposed structure would be adjacent to structures listed as historic in the Uniontown-Alameda National Register Historic District and therefore, City finds that it requires review and a Certificate of Appropriateness from the HLC.

B. Section 6.070.B.1, Historic Landmarks Commission Historic Design Review Criteria, states *"A request to construct a new structure shall be reviewed by the Historic Landmarks Commission following receipt of the request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria:*

The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials."

1. **<u>Finding for Pod 1 and Pod 2</u>:** The proposed structures would be the same style composed of two rectangular structures connected with a common central staircase. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 30' x 90' foot print. Architectural details common to the two Pods include the windows, porches, belt course, doors, and lighting. Items unique to a Pod are address as separate Findings section for each Pod.

   a. **Windows:** There would be windows on all elevations of single-hung Fibrex composite material with exterior/interior muntins in a 6/1 configuration. Window dimensions are 2'8" W x 5'.0" H. Windows would have wood casings with a dimension of 4" W x 1.25" D. Windows would be recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange welded onto the wall at the interior, where the windows will be set.



What Is Fibrex® Material?

- A blend of 40 percent wood fiber by weight, mostly reclaimed from Andersen manufacturing processes, with 60 percent thermoplastic polymer by weight, some of which is also reclaimed.
- Blocks thermal transfer nearly 700 times better than aluminum to help reduce heating and cooling bills.
- Reduces VOC emissions because no wood preservative treatments or painting is required.
- Twice as strong as vinyl, so weathertight seals stay weathertight.
- Retains its stability and rigidity in all climates.
- A unique fabrication process blends the color with the Fibrex® material during production for long-lasting beauty.
- Resists rot, decay and fungal growth, and won't flake, blister, peel, pit or corrode*

The proposed material from Andersen Windows is described as "Fibrex" a manufacturer specific brand name. These are contemporary materials but allow for the dimensional characteristics of some wood windows. The City finds that the use of the contemporary, non-historic Fibrex material is compatible with the historic design because it is a product that closely resembles a historic wood window for application on a non-historic building.

Window casings are proposed to be wood. However, with the proposed CorTen steel construction and Fibrex windows, casings could be either wood or a fiber cement material. If a fiber cement material is used, it shall be smooth and not textured (Condition 1).

Windows are located symmetrically on the facade aligned vertically and horizontally with each other. The 6/1 configuration or multi-lites are similar to other waterfront style buildings in Astoria and are commonly found on board and batten structures. Windows in this neighborhood include 1/1, 2/1, and multi-lite windows. Use of this 6/1 design is consistent with window patterns in the general area. The City finds that the 6/1 window configuration and the placement of the windows is compatible with the adjacent historic structures.

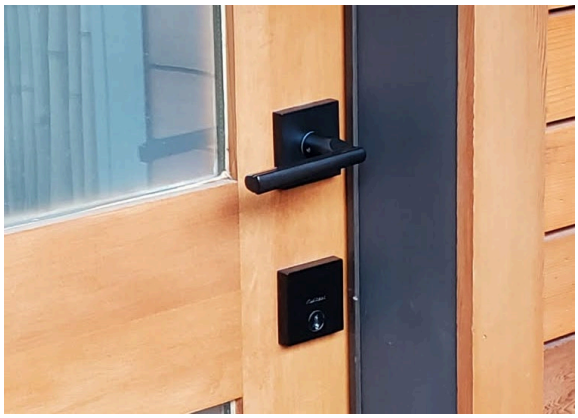
421 W Marine - 2/1 and 1/1 windows

422 W Marine - 1/1 and multi-lite over multi-lite picture window

441 W Marine - 1/1 and 3/3 windows

100 30th - historic waterfront board & batten with 12 lite windows aligned vertically and horizontally

b. **Doors:** Entry and Deck doors will be a fiberglass composite door with a full center lite. Dimensions are 7'-0" H x 3'-0" W. There would be contemporary metal door hardware.



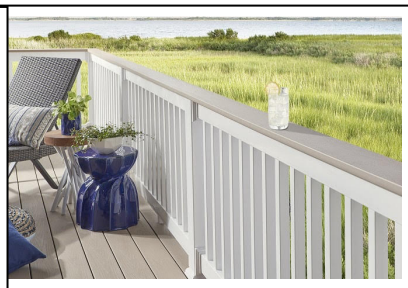
Doors on the adjacent historic structures vary. The doors on 422 W Marine (Portway Tavern) are full multi-single-lite doors. The doors on 441 and 445 W Marine are full multi-lite door and multi-lite panel door. The doors on 403 W Marine are two full single-lite doors and one single-lite half panel door. Therefore, the City finds that use of full single-lite doors is compatible with adjacent historic doors.

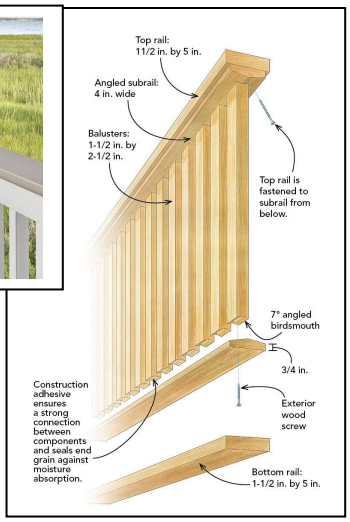
c. **Other Design Elements:** There will be a belt course between floors of a 12" metal "cornice" band on all four sides of the buildings. There will be vertical detail boards between the vertical windows on the side elevations and corner boards.

There will be 6' deep porches on the north and south elevations of Pod 1 and the east and west elevations of Pod 2 on all three floors. Porches would have wood support posts and balustrades with upper and lower rails.

Pod 1 porch front view with flat roof

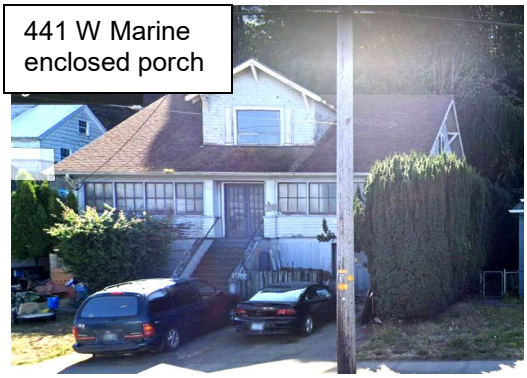
Pod 2 porch side view with shed roof





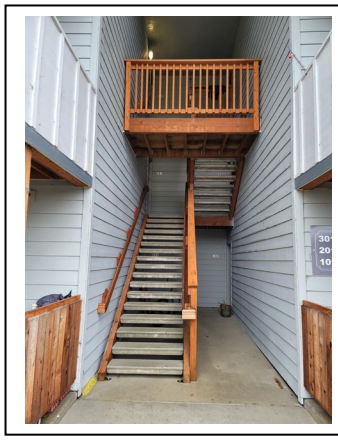
422 W Marine deck

441 W Marine enclosed porch



Portway Tavern at 422 W Marine has a contemporary deck of plexiglass with wood supports on the rear of the structure. The two residential structures have enclosed front porches. The proposed deck and balustrade is a traditional historic design found throughout Astoria on many styles of structures. The buildings are proposed for multi-family residences except the commercial units on the ground floor of Pod 1. The covered decks would be an amenity for each of the residential units allowing outdoor living space in this otherwise commercial/ industrial area. While not similar to other porches, or the lack of porches, on the adjacent historic buildings, the porches do reflect a design typical in Astoria and provide useable outdoor areas for the tenants in an urban setting. The design and material for the porches will be addressed separately for each Pod.

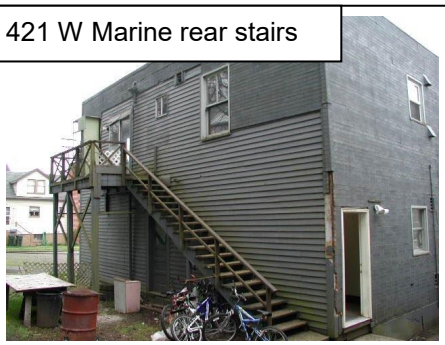
There will be a central covered/open staircase between the two units with concrete stairs and wood balustrades. The cargo container doors with existing hardware are proposed to create open wall areas. The cargo container doors will be addressed separately for each Pod. This semi-open area between the two parts of the Pod break up the mass of the overall building size. The staircases are utilitarian in design and function and are not a primary focus of the building design as they are inset from the plane of the building. Pod 1 would have a flat roof and Pod 2 would have a shed roof over the staircase.

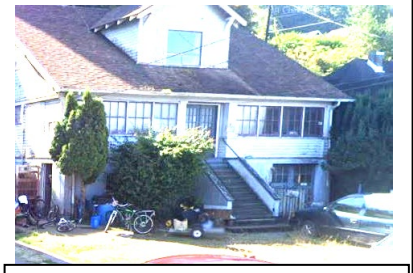


Some historic structures in this area have exterior staircases that are simple in design, located on secondary elevations, and are not focal points. The City finds that the central staircase location and staircase design is utilitarian in nature and not a primary feature and therefore is compatible with the historic neighborhood. The use of the cargo containers doors as walls will be addressed separately.

422 W Marine rear stairs

421 W Marine rear stairs

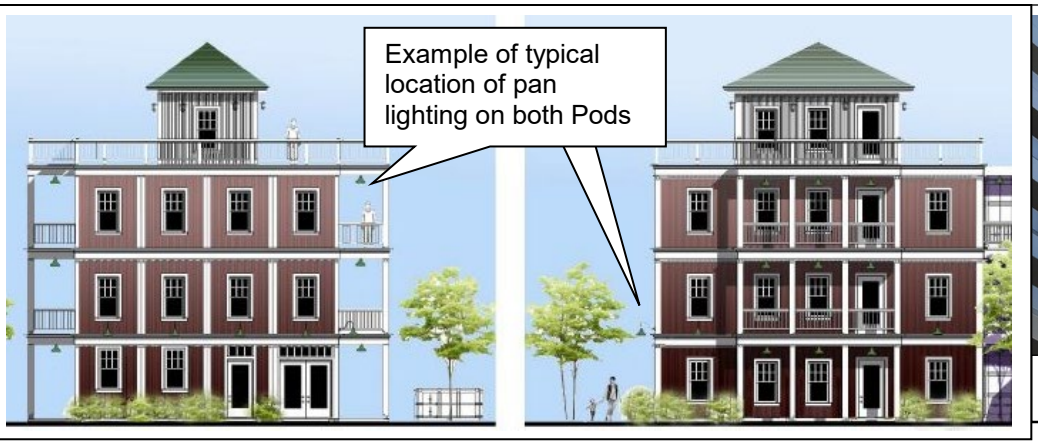




441 W Marine central stairs

The semi-enclosed nature of the central staircase is a common design on multi-family dwellings. These areas tend to become cluttered with household items over time which would detract from the historic streetscape and commercial pedestrian-oriented focus of the Uniontown Overlay Area. The applicant / property owner shall require that these staircases be kept free of household items to maintain the compatible facade with the neighborhood (Condition 2).

d. **Exterior Lighting:** Freestanding pole light fixtures are proposed for the site and bollard lights are proposed along pathways. These are not reviewed by the HLC for new construction. Goose neck pan lighting is proposed on the building, under the porch ceilings, and in the central staircases. This is a common design found along Astoria's waterfront.



Building goose neck lights

While not a design found on the adjacent historic structures, the City finds that the design is consistent with exterior lighting along the waterfront in Astoria and is compatible with other lighting in this neighborhood.

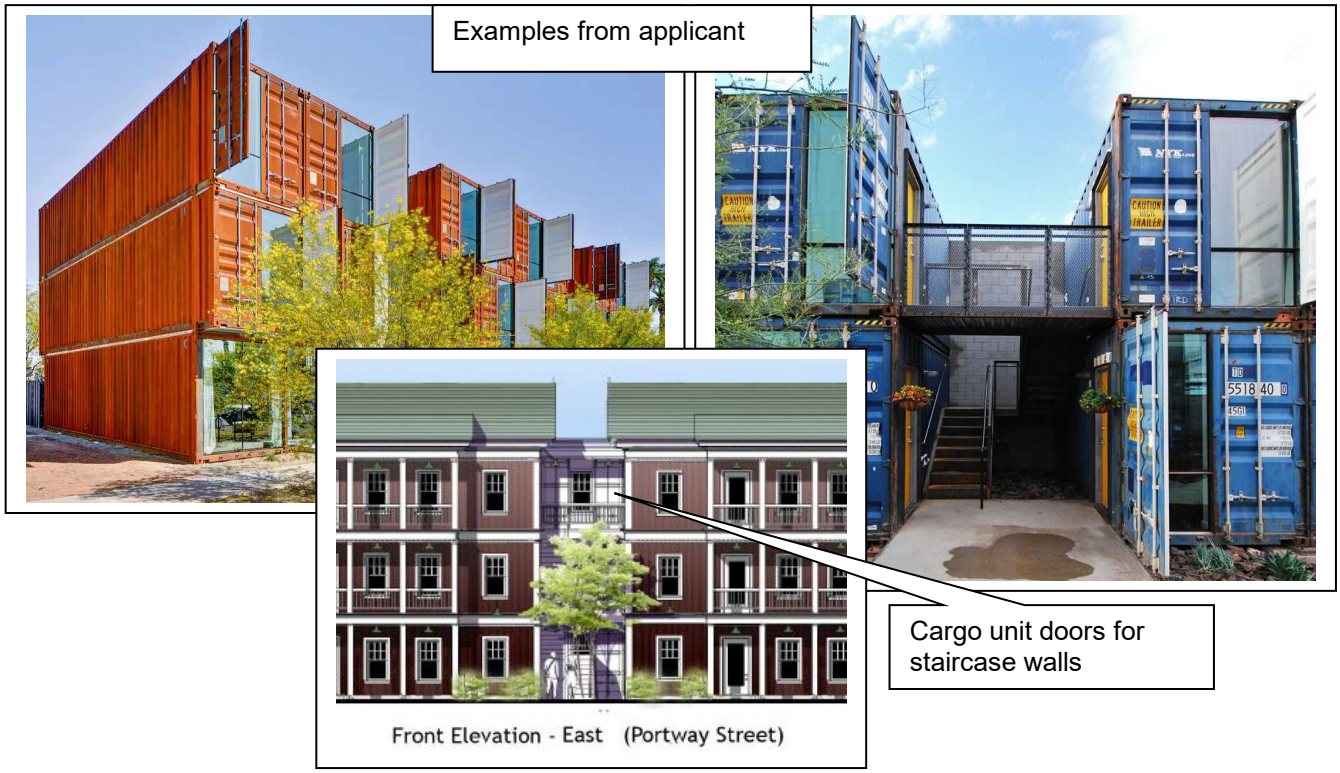
2. **Finding for Pod 2:**

a. **Siding:** The siding proposed for Pod 2 is cargo container boxes of CorTen steel. CorTen steel is a high strength weathering steel widely used in cargo shipping containers. The word "CorTen" is the trademark name given to a weathering steel alloy material originally produced by United States Steel. Weathering steel is not 100% rustproof, if water is allowed to accumulate in pockets, those areas may experience higher corrosion rates, unless provisions for drainage are made. CorTen Steel has an increased resistance to atmospheric corrosion. The layer protecting the surface develops and regenerates continuously when subjected to the influence of weather; the steel is allowed to rust in order to form the protective coating. The applicant proposes to paint the steel exterior. The applicant has submitted several examples of this type of construction which is attached.

The cargo units would be stacked three high and two deep. As noted above, there would be belt courses and vertical detailing between the floors and units. Pod 2 would be located on the lower elevation of Portway on Industry Street below the West Marine Drive elevation. Only the Portway Tavern at 422 W Marine triggers the historic review on this lot. The historic property is located at the corner of W Marine and Portway at the upper elevation with a parking area at the lower elevation to the north.

Pod 2 would be surrounded by the industrial Port area. To the west is the train repair Quonset hut of corrugated metal, and one-story former State Police office building. To the south across Industry and the River Trail is Bergerson Construction with corrugated steel one and 1.5 story shop and three-story board and batten office building. To the northeast is a one and 1.5 story industrial building with a mixture of horizontal siding and board and batten, and the two-story Astoria River Walk motel. The City finds that this area along Portway and Industry Streets is very industrial and the use of exposed, painted CorTen steel cargo containers for the siding would be compatible with this neighborhood. The City also finds that the elevation difference and adjacency to the rear of the historic building and its parking lot lessen the impact of the proposed building on the historic structure and its historic West Marine Drive streetscape. Therefore, the City finds that the siding is compatible with the historic structure.

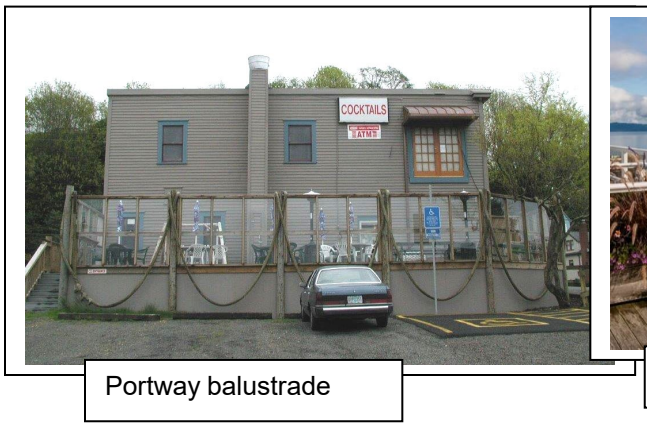
The walls of the central staircase would be the cargo container unit doors with existing cargo door locking hardware remaining.



The doors would retain their utilitarian design, however, unlike the photo examples provided by the applicant, they would be painted to match or complement the main structure and therefore, the "shipping" information printed on the doors would not remain. With the design of the cargo container units for the main part of the structure, the use of the cargo doors would be compatible with the design of the structure. While visible from the historic Portway Tavern, the location in the industrial area of Portway and Industry Streets adds to the "transition" from the historic streetscape of West Marine Drive to the industrial nature of the Port at Industry. Therefore, the City finds that if the doors are painted to match and/or complement the main structure color removing any shipping information (Condition 3), that due to the location, the use of the doors as staircase walls is compatible.

b. **Other Design Elements:** There will be 6' deep porches on the east and west elevations of Pod 2 on all three floors. Porches would have wood support posts and balustrades with upper and lower rails. The overall design and location of the porches is addressed above in the joint findings for both Pods. Pod 2 would have the CorTen steel siding of the cargo container units. The material and "historic" balustrade design are not compatible with the metal siding. With the plexiglass and wood and/or metal and/or composite material balustrade on the rear of the historic

Portway Tavern building and on the Bergerson Construction building on Portway, a design and material similar to these would be more appropriate for Pod 2. A similar design was used on the roof of the Elliot Hotel (357 12th). The City finds that the use of metal and/or composite material balustrade and support posts on Pod 2 would be more compatible with the design, material, and location of Pod 2 (Condition 4).

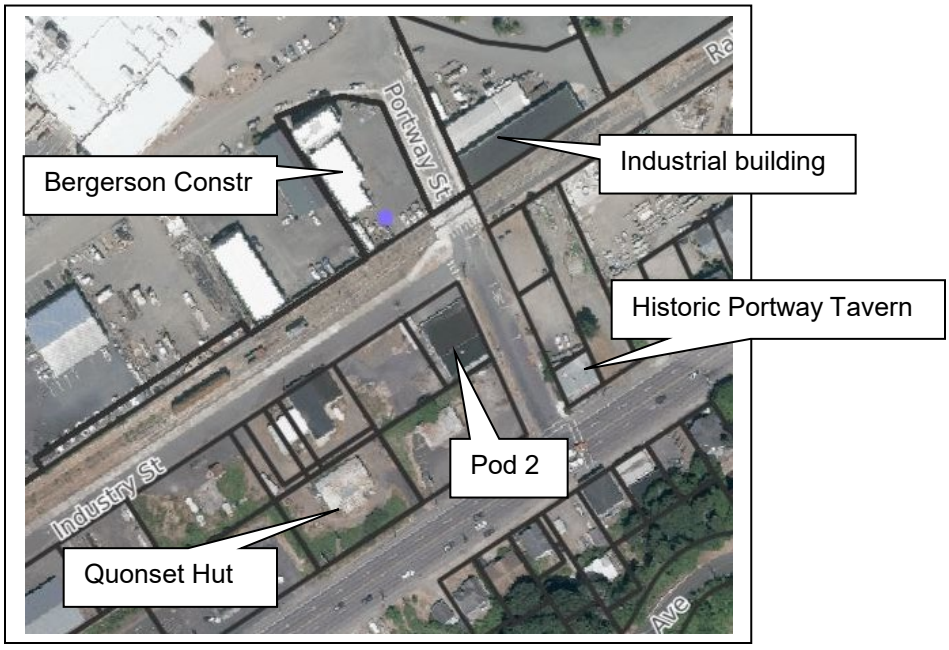


Portway balustrade

Elliot Hotel balustrade

Bergerson Constr balustrade

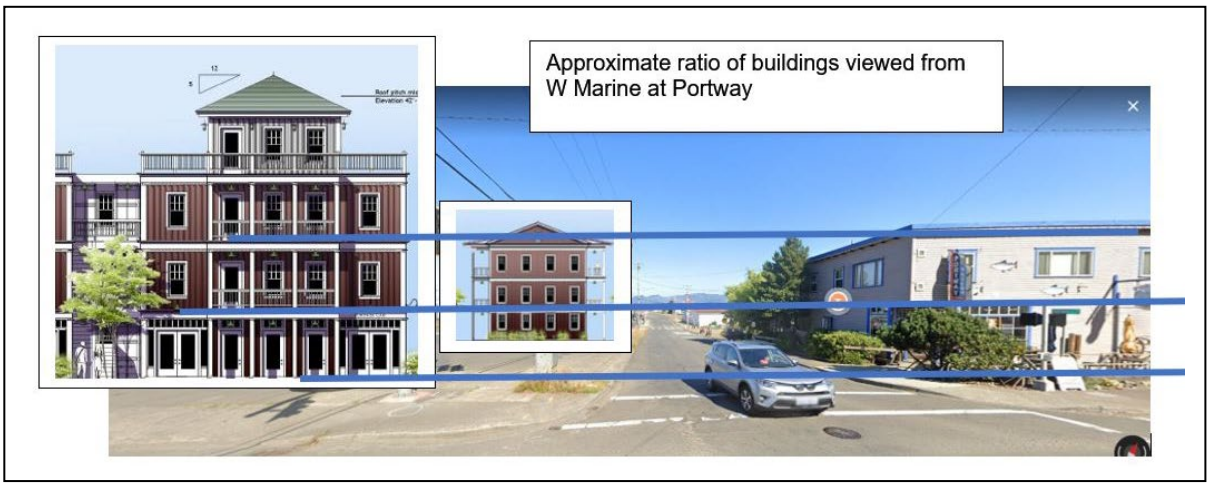
c. **Scale and Height:** Pod 2 would be three-stories tall with a side gable roof for a height of 35'. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 33' x 90' (2,970 sqft).



Portway Tavern is approximately 2.25 stories tall from the north elevation and is 1,710 sqft. Bergerson Construction is approximately 5,400 sqft and the office is three-stories tall. Other industrial buildings that surround the Pod 2 site range from 1 to 2 stories tall and between 2,900 sqft Quonset hut to 9,670 sqft

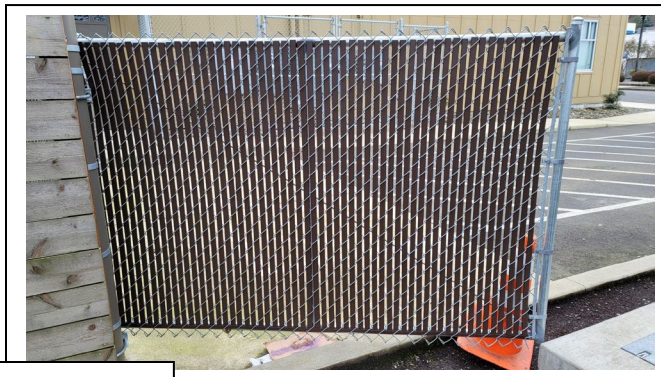
Bergerson facility. While Pod 2 is proposed to be one story taller as viewed from the rear of the historic Portway Tavern, and approximately 70% larger, Pod 2 would be similar in height and scale to its surrounding industrial buildings.

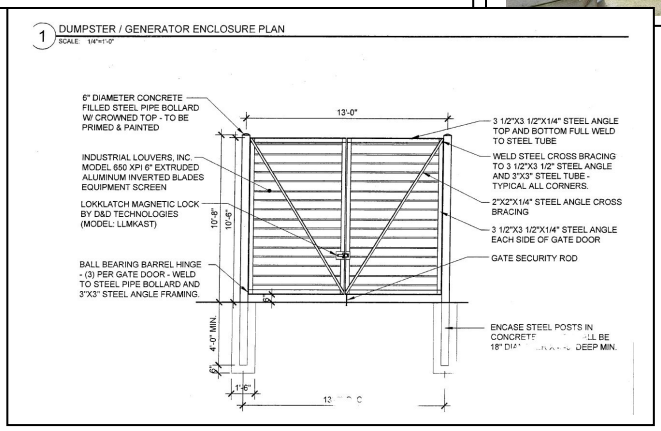
Pod 2 is not directly in the historic West Marine Drive streetscape with Portway Tavern but would be visible from the West Marine drive and Portway intersection. The existing building at the site is approximately 1.5 stories tall and Pod 2 would be 3 stories.



The City finds that due to the location adjacent to the rear of the historic structure, the change in elevation, and its proximity to the industrial buildings, the scale and height of Pod 2 is compatible with the adjacent historic structure.

d. **Solid Waste Disposal Area:** One double wide enclosure is proposed on the south, rear property line between Pods 2 & 3. It would have concrete support posts with metal framing. The dimensions are 13' deep x 20' wide x 5.5' tall and includes recycle and trash. It would have cedar sides with slatted cyclone fencing on the gates.



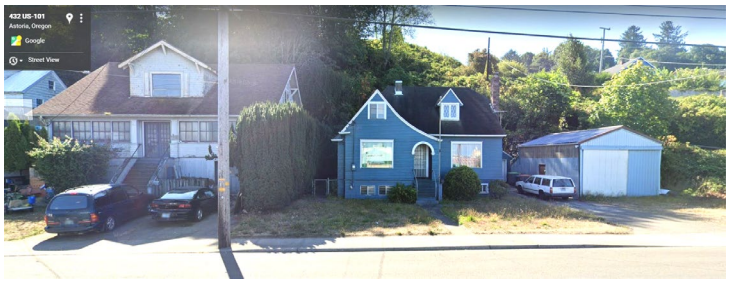


The enclosure would not be visible from the historic properties. The cyclone metal gates would have a similar appearance as the metal cargo container units. Development Code Section 3.215, Outdoor Storage Area Enclosures, requires that if an enclosure is visible from another property or right-of-way, that it shall have a cover. The final design of the enclosure may need to change to comply with other sections of the Code than the historic criteria. The cedar sides and metal gate are compatible with the proposed Pod 2 and the neighborhood but shall contain a roof and be designed to meet Section 3.215. The final design shall be reviewed and approved by the Planner prior to issuance of a building permit for the project. If there are substantial design changes, it would be brought back to the HLC for review and approval (Condition 5).

3. **<u>Finding for Pod 1</u>:**

a. **Siding:** The siding proposed for Pod 1 is cargo container boxes of CorTen steel which is described above. The units have a vertical ribbing similar to corrugated steel (see the attached photo

examples provided by the applicant). The cargo units would be stacked three high and two deep. As noted above, there would be belt courses and vertical detailing between the floors and units. Pod 1 would be located on the higher elevation on West Marine Drive at the same elevation as Portway Tavern and would be a highly visible building in the historic streetscape. Historic buildings in this area consist of wood horizontal siding, shingles, weatherboard, and vertical skirting. In addition to the historic structures, other buildings along West Marine are generally wood sided in a mixture of horizontal siding and shingles. There is a board and batten contemporary Fast Lube facility to the west of Pod 1 site.



The applicant submitted several examples of cargo container housing. All of their examples are in an attached document with their application. These three examples show various types including one with applied siding.

Encinal-container-apartments in San Antonio TX

Shipping Container Apartments -Huntsville TX

Shipping Container Apartments Example with applied siding

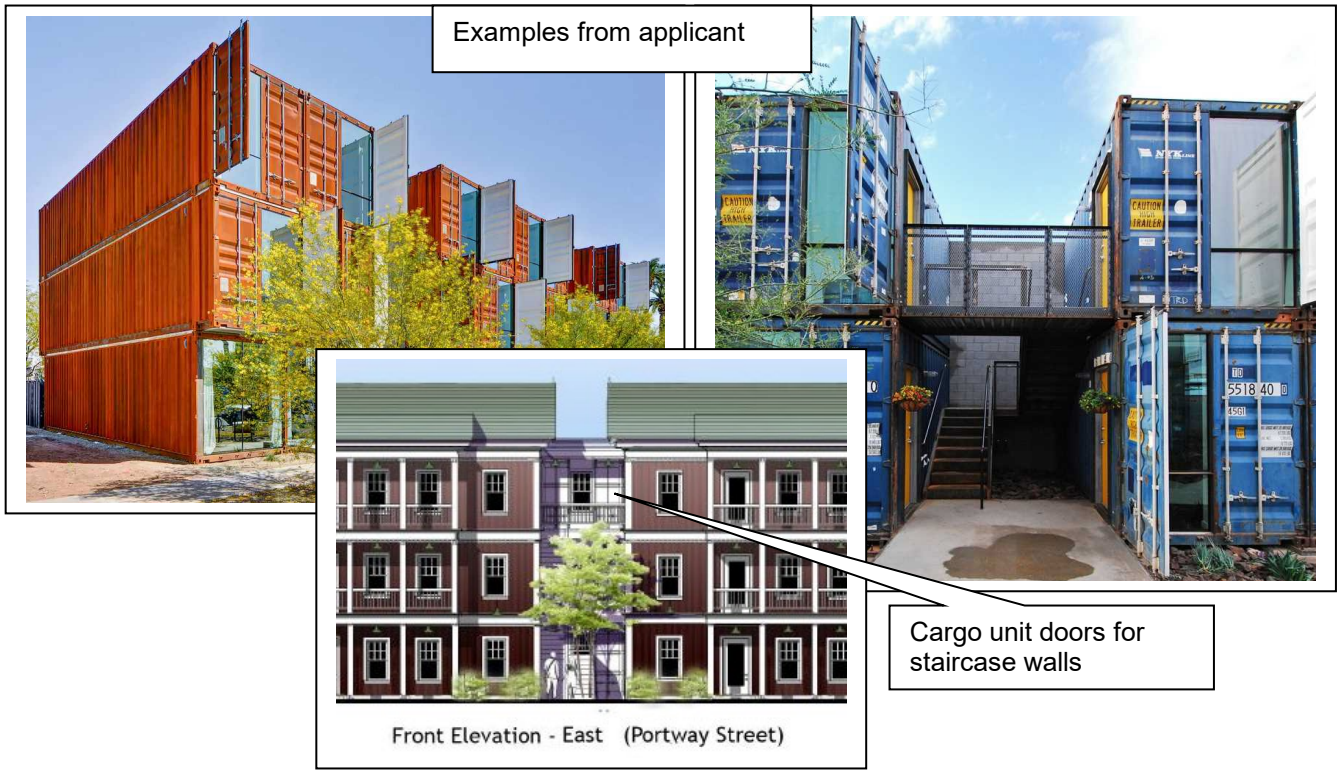
The historic buildings in this area do not have vertical metal siding. Applicant has submitted an alternative cargo container that is not ribbed and has vertical lines of rivets. Applicant has also indicated that alternative siding may be applied to the cargo container unit, such as wood or fiber cement board and batten.

Alternate metal cargo unit submitted by applicant

Example of board and batten submitted by applicant

The City finds that the use of CorTen steel, vertical ribbed cargo container units is not consistent nor compatible with the wood siding of the adjacent historic properties and that due to the highly visible location, that Pod 1 shall have a wood or fiber cement siding. The applicant has submitted a board and batten design option which would be compatible as not all buildings in a historic streetscape need to have horizontal siding. The board and batten design would allow the building to be visually part of the larger development which would be constructed of the vertical ribbed metal containers but with a material more consistent with the historic structures in this area. Therefore, the City finds that wood or fiber cement board and batten is compatible with the historic streetscape (Condition 6). If fiber cement material is used, it shall be smooth and not textured (Condition 1).

The walls of the central staircase would be the cargo container unit doors with existing cargo door locking hardware remaining. With the change to a board and batten style siding, the use of the cargo container doors would not be compatible with the building itself, nor the adjacent historic buildings. The central staircase walls shall not be uncovered cargo doors and shall be vertical or horizontal wood or fiber cement siding painted to match or complement the siding color or be constructed of some other design reviewed and approved by the Planner to differentiate it from the mass of the two separate parts of the Pod (Condition 7).

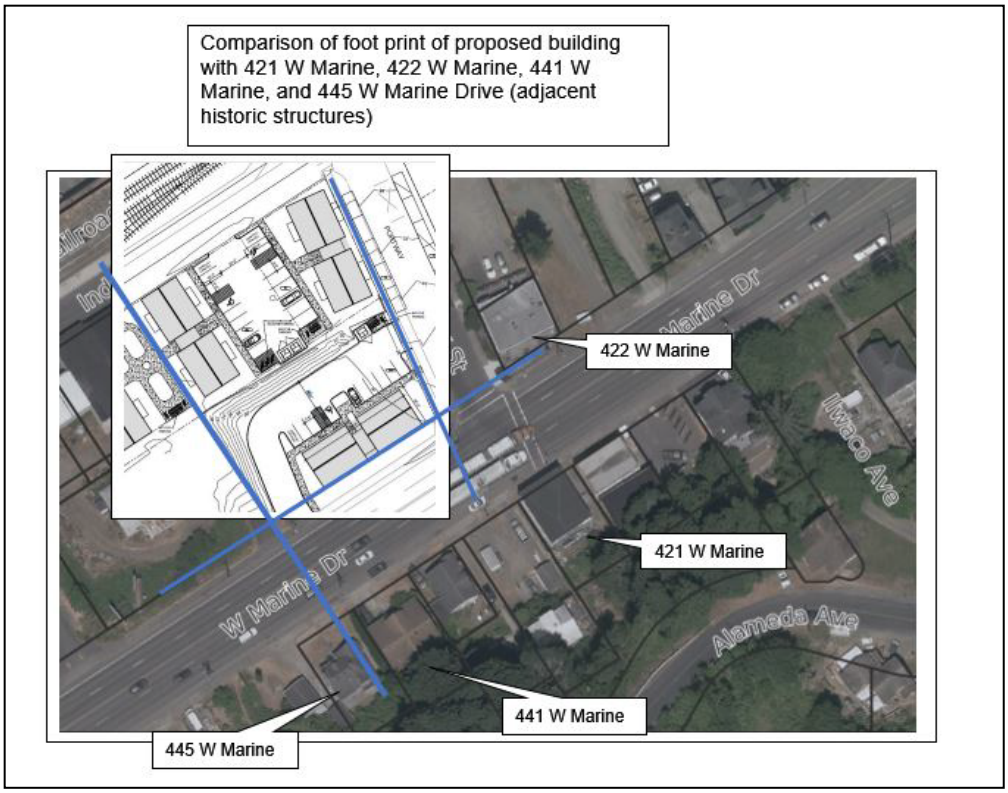


Therefore, the City finds that if the doors are covered and/or a wood or fiber cement siding used and painted to match and/or complement the main structure color (Condition 7), the staircase walls would be compatible.

e. **Scale and Height:** Pod 1 would be three-stories tall at 30' with a flat roof and a "pop-up" room with a hip roof for a total height of 42.5'. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 33' x 90' (2,970 sqft). It would be located on a 15,750 square foot lot resulting in a lot coverage of less than 20%. There will be a parking area behind the building and substantial landscaping of approximately 32% of the lot.

The adjacent historic structures' dimensions are as follows with a comparison aerial developed by staff. The blue lines on the aerial show how the site plan matches with the existing property lines.

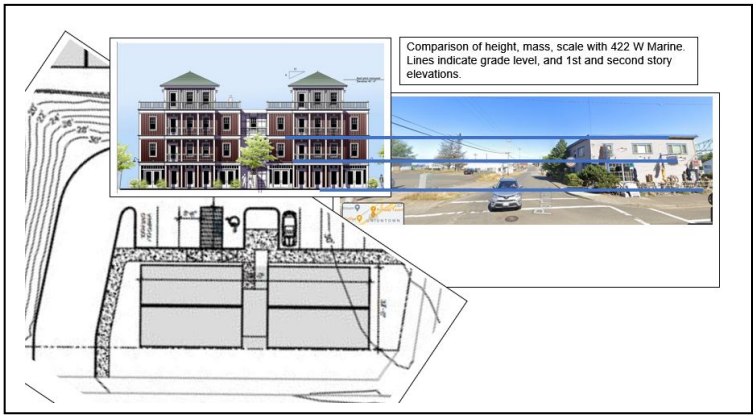
421 W Marine - 36' x 45' (1,620 sqft) - 2.5 stories
422 W Marine - 38' x 45' (1,710 sqft) - 2 stories
441 W Marine - 38' x 42' (1,662 sqft) - 1.5 stories
445 W Marine - 34' x 31' (968 sqft) - 1.5 stories

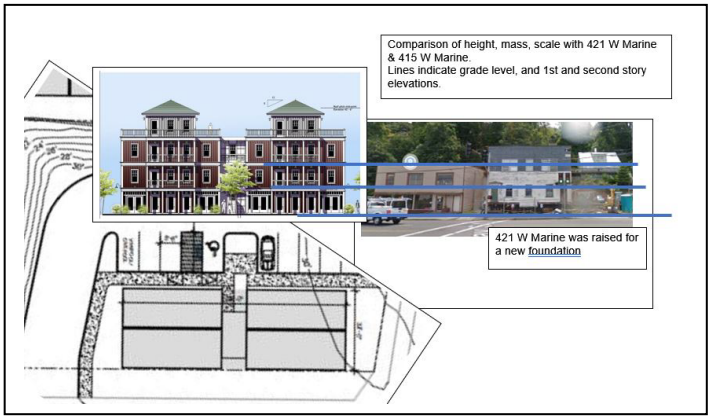


Other buildings along West Marine visible from Pod 1 site range from 1 to 2 stories tall with some three-story residential structures to the west across West Marine Drive but not adjacent to the site. The footprint sizes of the older structures range from 850 sqft to approximately 1,850 sqft with the Fast Lube at approximately 2,600 sqft. Buildings in this block are built close together creating a visually tight streetscape without large areas of open space between buildings except for one building directly across from Pod 1 site with the building built to the south end of the lot and parking area in front. The applicant has proposed a design that would separate the two cargo unit buildings with a partially enclosed central staircase that is intended to break up the facade of the building. The City finds that with the tight development of the existing buildings along W Marine, the larger lot for Pod 1 with additional open space, and the separation of the building components with a central staircase, that the scale and mass of the building may be compatible with the neighborhood with a lower height as noted below.

In looking at the impact of the height and scale of the building in the visual streetscape, the applicant has submitted a report by the project architect Laurence Qamar, "Sellwood-Moreland Main Street Design Guidelines", draft dated March 2020 which discusses the issue of mass, scale, and height for buildings in that area of Portland. The report is not an adopted document and is similar to Astoria's recent work with the Uniontown Reborn Master Plan and Uniontown Overlay Zone requirements and guidelines adopted October 7, 2019 (CP.028.K). Both cities have identified their community assets and determined how they want the development design of those areas to look. The citizens and City Council of Astoria expressed a desire for smaller scale buildings in Astoria. The Uniontown Overlay Zone criteria for building mass, scale, and height will be discussed later in these findings.

Staff prepared a mock up to compare the scale of Pod 1 with the adjacent historic Portway Tavern building and the 421 W Marine building across W Marine Drive. These diagrams show that Pod 1 would be substantially taller than the Portway Tavern and historic 421 W Marine. With this difference in height and the footprint at 70% larger than Portway, the building would have an impressive impact on the streetscape.





The flat roof height is 30' and the pop-up brings it to 42.5' high. The applicant has indicated that he could eliminate the pop-up feature but that he wanted it to provide variety to the architecture of the building. As noted above, several of the historic residences to the west across the W Marine Drive right-of-way, which are not adjacent but are visible in the streetscape from this site, are three stories tall. However, the historic criteria of Section 6.070.B.1, specifically requires that *". . . The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials."* The proposed three stories with a flat roof at 30' is higher than the height of the adjacent historic structures. It would be one story (10') higher than Portway and approximately one story

(approximately 5’ to 10’) higher than 421 W Marine. With the additional mass of the building at 70% larger than the adjacent structures, the height difference increases the impact of the scale of the building.

This photo shows the visual impact of three stacked cargo units (with a foundation) adjacent to a 1.5 story building. The proposed project would be three tall, two deep, and two wide adding to the overall mass of the structure.

With the elimination of the pop-up, the City finds that the overall height / scale of the building is still higher than the adjacent historic structures.

Appearance without pop-up

As noted above, the historic review is for compatibility with the “adjacent historic” structures. If the building were reduced to two floors with the pop-up, the height / scale of the building would be compatible with the historic structures. Therefore, based on the above discussion, the City finds that the building shall be reduced to two floors with the pop-up (Condition 8).

Front Elevation - South (Marine Drive)

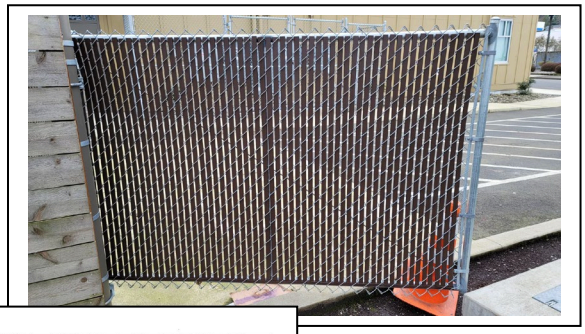
Section 14.152.C.2, Uniontown Overlay (UTO), Development Standards, Stepback, Additional Building Height, states *"Where the height of a building or building addition is proposed to exceed 35 feet, at least that portion of the building exceeding 28 feet or two stories, whichever is less, shall provide a stepback of at least 10 feet from the plane of the proposed building or building addition that faces the right-of-way or River Trail (see Figure 14.152.-3)."* Pod 1 would be 30' tall at three stories and would require a 10' stepback for any portion of the building above 28' or two stories (whichever is less) to allow the height to 42.5' with the pop-up. The pop-up is stepped back, but the height of the facade of the building is 30' and three stories. The height at two stories is 20'. Therefore, to exceed 35', the third floor of the building (20' elevation between 2nd and 3rd floor) would need to be stepback 10'. Pod 1 does not comply with this stepback requirement and the applicant would be required to obtain a variance if this height is approved by the HLC. However, with the elimination of the third floor, the building height would be in compliance with the UTO requirements and with the historic compatibility with adjacent historic structures.

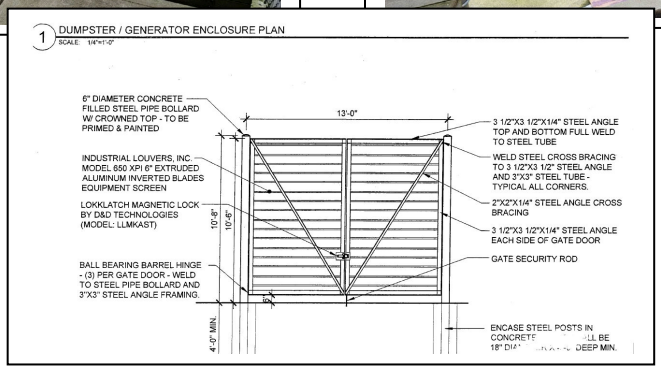
Based on the height of other buildings in the neighborhood, the high visibility of the structure, and the requirement for a stepback, the City finds that the height of the three-story building would not be compatible with the historic streetscape and that the building shall be reduced to two floors with a pop-up.

The visual proportions of the pop-up from the side view are out of scale with the Pod side elevation. The applicant has shown the pop-up with a 10' stepback on all sides. Section 14.152.C.2 requires a 10' stepback above the second floor on the right-of-way side of buildings only if the building exceeds 35'. If the HLC approves the pop-up feature, it should be enlarged north to south as viewed on the side elevation to line up with the vertical lines of the architecture similar to the proportions as viewed from the front, south elevation (Condition 9).

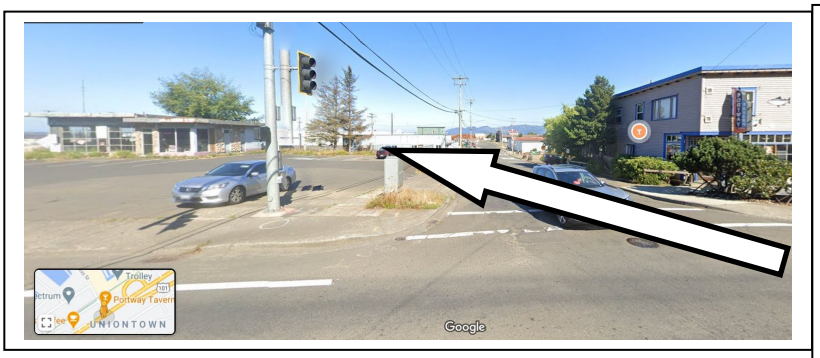
Proposed pop-up and suggested increase of width from side view

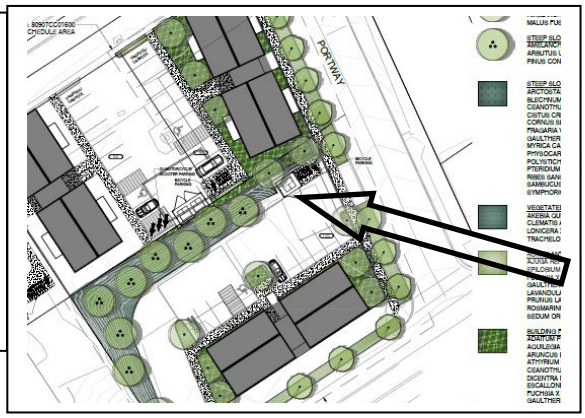
f. **Solid Waste Disposal Area:** One enclosure is proposed on the northeast corner of the improved portion of the lot. It would have concrete support posts with metal framing. The dimensions are 13' deep x 20' wide x 5.5' tall and includes recycle and trash. It would have cedar sides with slatted cyclone fencing on the gates.





The enclosure would be visible from the historic properties. Cedar walls would be similar to the board and batten design as conditioned. The cyclone metal gates would have a similar appearance as the metal cargo container units and would be utilitarian. The proposed location would be highly visible from the West Marine and Portway intersection. The applicant is proposing landscaping along Portway including street trees. The use of street trees would need to be reviewed and approved by the City Engineer. However, with the location of the enclosure at the driveway on Portway, the enclosure would be visible from the intersection and from the historic Portway building. Therefore, the design of the gate shall be compatible with the Pod 1 building material as conditioned.





Development Code Section 3.215, Outdoor Storage Area Enclosures, requires that if an enclosure is visible from another property or right-of-way, that it shall have a cover. The final design of the enclosure may need to change to comply with sections of the Code other than the historic criteria. The enclosure shall contain a roof and be designed to meet Section 3.215. With the need for additional design changes to meet the Outdoor Storage Area Enclosure code, the applicant shall submit a revised enclosure design for review and approval of the Planner prior to issuance of a building permit for the project (Condition 10). If there are substantial design changes, it would be brought back to the HLC for review and approval.

Finding Conclusion: In balance based on the findings of fact noted above, with the conditions as noted, the City finds the proposed structures would be compatible in *"scale, style, height, architectural detail and materials."*

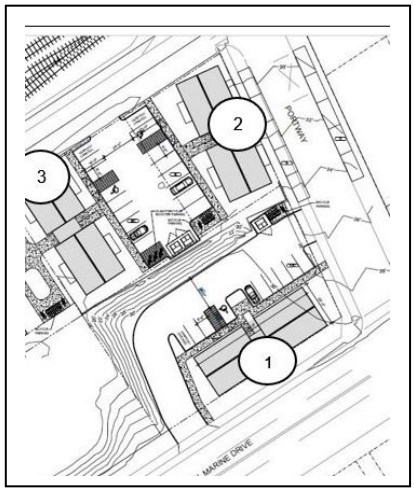
C. Section 6.070.B.2, Historic Landmarks Commission Historic Design Review Criteria, states *"A request to construct a new structure shall be reviewed by the Historic Landmarks Commission following receipt of the request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria:*

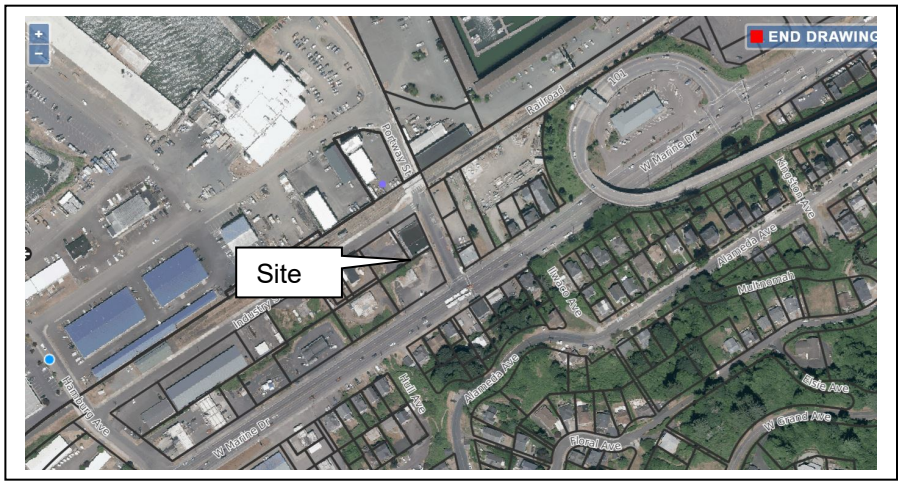
The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations."

1. Finding: Pod 1 is proposed to be constructed with the porch at a zero setback from West Marine Drive and an approximate 10' setback from Portway. Pod 2 is proposed to be constructed with the porch at a zero setback from Portway and an approximate 1' to 5' angled setback from Industry. The porches would be 6' deep. Most buildings in this neighborhood, especially the two historic commercial ones, have a zero setback and the other two historic residential structures are approximately 16' and 20' from the front property line.

   Development Code Section 14.152.B.1.d, Uniontown Overlay, Development Standards, Setbacks, West Gateway Subarea, states *"The maximum setback for yards fronting W Marine Drive in the Uniontown Overlay Zone shall be five (5) feet (see Figure 14.152-2)."* Pod 1 would be located within the West Gateway Subarea.

   The City finds that the proposed setbacks are consistent with the setbacks in the neighborhood and comply with the Uniontown Overlay maximum allowed setbacks.





Buildings on the north side of West Marine Drive are spread out with open space on each lot. Buildings on the south side are built closer together with very little separation between buildings. The sites would be landscaped with parking in the rear. With the variety of building separations, the City finds that the location on the lot is compatible with the neighborhood.

With the configuration of the individual units in each Pod, there are entrances on both the front and back of each Pod with one elevation facing the right-of-way. Pod 1 has separate commercial facilities on the ground floor accessible from the front and back of this Pod. Buildings in this area have entrances facing the rights-of-way. The City finds that location of entrances is consistent with other structures in this neighborhood.

Based on the discussion above, the City finds that the proposed structure would be *"consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations."*

D. Section 14.158.A, Uniontown Overlay, Design Standards and Guidelines, Applicability and Review, states *"The following design standards and guidelines apply to all new construction or major renovation, where "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure. Applications in the Uniontown Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.145 to 14.163."*

Finding: Pod 1 is located within the Uniontown Overlay Area and the proposal is for new construction. Therefore, the City finds that the Uniontown Overlay Design Standards and Guidelines are applicable to the request for construction of Pod 1.

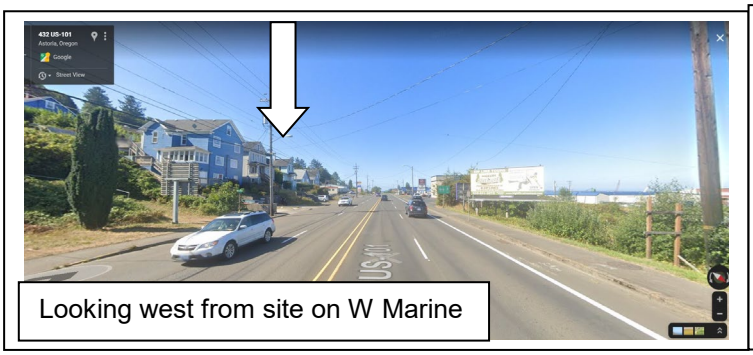
E. Section 14.147.B, Uniontown Overlay, Applicability and Review Procedures, Historic Design Review states *"When a development proposal is required to be reviewed by the Historic Landmarks Commission due to its proximity adjacent to a designated historic building, structure, site, or object, the Historic Landmarks Commission shall include review of the Uniontown Overlay sections relative to historic compatibility. If the proposed development is not "adjacent" to a historic property (as defined in Section 1.400) and not subject to review by the Historic Landmarks Commission, then the historic review of the Uniontown Overlay Zone shall be completed by the Design Review Commission."*

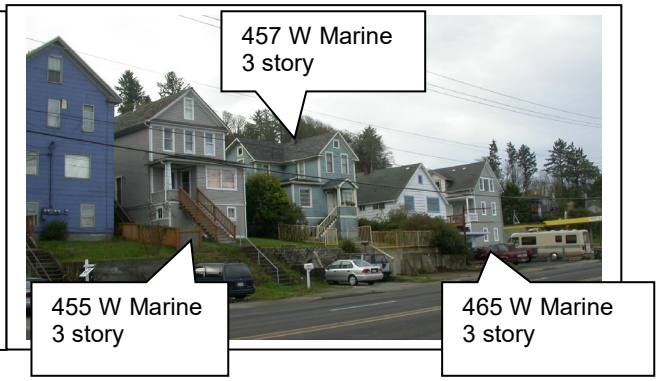
Finding: Pod 1 would be located within the Uniontown Overlay Zone. Due to its proximity to adjacent historic structures, the proposal for Pod 1 requires review by the HLC as noted in Section 6.070.A above. Therefore, the City finds that the historic sections of the Uniontown Overlay shall be reviewed by the HLC. Other sections of the Uniontown Overlay code will be reviewed by the Design Review Commission under Design Review Request (DR21-01).

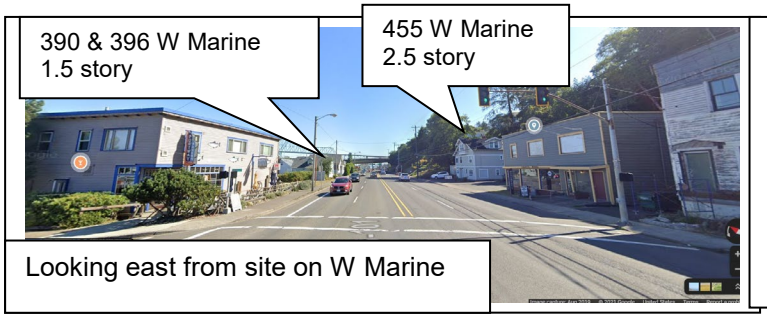
F. Section 14.158.B.5.a, Uniontown Overlay Zone, Design Standards and Guidelines, Building Style and Form, Guidelines for Non-Industrial Uses, Compatibility with Historic Buildings states:

1. *"The massing, scale, and configuration of non-industrial buildings should be similar to historic structures that are visible from the public right-of-way within three blocks of the development site."*

Finding: The scale and mass of Pod 1 is discussed above in Section IV.B.3.e which notes that the adjacent historic structures are one, 1.5, and two stories. Visible from the public right-of-way within three blocks of the site looking west are several other historic structures on the south side of West Marine Drive. These residential structures are three stories tall but are across the right-of-way, setback from the property line, and separated by a distance of over 300' from the site. The footprint sizes of these historic structures range from 850 sqft to approximately 1,850 sqft. Visible to the east are three historic residential structures of 1.5 and 2.5 stories tall. Pod 1 would be 2,790 sqft and three stories tall at 30' to the flat roof with a pop-up fourth story at 42.5' tall.







Visible historic structures in this neighborhood have a variety of configurations. Pod 1 would be located adjacent to the two flat-roofed cubical structures and has a similar configuration. As noted in Section IV.B.3.e, the historic review is for compatibility with the "adjacent historic" structures. However, the Uniontown Overlay review is based on the adjacent structures and *". . . should be similar to historic structures that are visible from the public right-of-way within three blocks of the development site."*

As noted above, several of the historic residences to the west across the W Marine Drive right-of-way, which are not adjacent but are visible in the streetscape from this site, are three stories tall with gabled roofs, set back from the property line, and over 300' from the site. The proposed three stories with a flat roof at 30' and pop-up to 42.5' is taller than the adjacent historic structures and would appear larger than the height of the three-story, gable roofed buildings within the historic streetscape due to its location up against the West Marine Drive property line and the 30' high flat roof. If the building were reduced to two floors with the pop-up, the height / scale of the building would be compatible with the historic structures. Therefore, based on the above discussion, the City finds that the building shall be reduced to two floors with the pop-up (Condition 8).

As noted above in Section IV.B.3.e, the City finds that with the tight development of the existing buildings on the south side of W Marine, the larger lot for Pod 1 with additional open space, and the separation of the

building components with a staircase, that the scale and mass of the building is compatible with the neighborhood with the condition to reduce the height to two stories with a pop-up (Condition 8).

2. *"Non-Industrial buildings should be compatible with the vertical proportions of historic facades and the simple vertical massing of historic structures that are visible from the public right-of-way within three blocks of the development site."*

Finding: Historic facades in this neighborhood are varied. The adjacent historic structures are mostly as wide as they are tall. The historic dwellings to the west are taller than they are wide. Many buildings have little open space between the buildings creating a visual continuance in facade appearance. Pod 1 would be 90' wide by 30' tall (without the pop-up) and 42.5' tall with the pop-up. Therefore, it is wider than tall which is different than the existing historic structures. However, the inset central staircase breaks up the width of the facade into two 40' wide by 30' deep sections. Pod 1 would be a mix of residential on upper floors with commercial uses on the ground floor. The vertical mass of the building is closer to the historic residential buildings to the west but still larger than them. With the distinct floor separations with belt courses, the vertical proportions of Pod 1 align with the vertical floor proportions of the adjacent commercial buildings with the reduction to two stories with pop-up.

The applicant has stated that *"the composition of the building with its tall narrow windows and multi-story balconies is modeled after buildings in the region, such as the historic residential buildings at Fort Columbia and Fort Vancouver (See attached examples)"* The examples provided by the applicant are regional examples of military barracks, not structures typically found in Astoria. The vertical mass of these examples at two stories tall is more consistent with the adjacent historic structures than the proposed three-story structure with pop-up feature. The examples provided by the applicant support the design of just a two-story, longer than wide structure. The examples do show the concept the applicant used with the inclusion of the porches and the central entry feature.

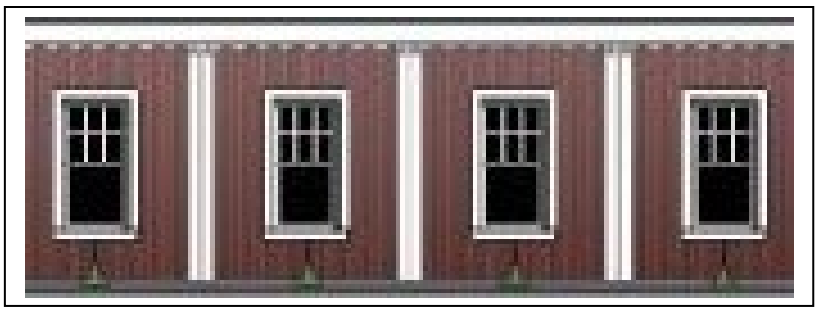
Ft Vancouver, Vancouver WA

Ft Columbia, Naselle WA

As noted above in Section IV.B.3.e, the City finds that with the three-story historic buildings within the streetscape, the tight development of the existing buildings, the larger lot for Pod 1 with additional open space, and the separation of the building components with a staircase, that the vertical mass of the building is compatible with the neighborhood with the condition to reduce to two stories with the pop-up (Condition 8).

3. *"The location, size, and design of windows and doors in non-industrial buildings should be compatible with historic structures visible from the public right-of-way within three blocks of the development site."*

Finding: There would be windows on all elevations of single-hung Fibrex composite material with exterior/interior muntins in a 6/1 configuration. Window dimensions are 2'8" W x 5'.0" H. Windows would have wood casings with a dimension of 4" W x 1.25" D. Windows will be recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange welded onto the wall at the interior, where the windows will be set.



Windows are located symmetrically on the facade aligned vertically and horizontally with each other. The 6/1 configuration or multi-lites are similar to other waterfront style buildings in Astoria and are commonly found on board and batten structures. As noted above in Section IV.B.1.a, windows in this neighborhood include 1/1, 2/1, and multi-lite windows. Use of this 6/1 design is consistent with window patterns in the general area. The City finds that the 6/1 window configuration and the placement of the windows is compatible with the adjacent historic structures.

421 W Marine - 2/1 and 1/1 windows

422 W Marine - 1/1 and multi-lite over multi-lite picture window

441 W Marine - 1/1 and 3/3 windows

100 30th - historic waterfront board & batten with 12 lite windows aligned vertically and horizontally

Doors on the adjacent historic structures vary. The doors on 422 W Marine (Portway Tavern) are full multi-single-lite doors located on the corner of the building. The doors on 441 and 445 W Marine are full multi-lite door and multi-lite half panel door. The doors on 403 W Marine are two full single-lite doors and one single-lite half panel door. Pod 1 doors would be full-lite doors aligned vertically on each floor with multiple doors along the ground floor commercial units.

Section 14.158.D.3, Uniontown Overlay Zone, Design Standards and Guidelines, Building Style and Form, Guidelines for Non-Industrial Uses, Doors, Standards for Non-Industrial Uses, states

"a. Solid metal or wood doors with small or no windows are prohibited.

b. Doors with a minimum of 50% of the door area that is glass are required."

With the variety of door styles in the area, and the Uniontown Overlay requirement that doors have a minimum of 50% glass area, the City finds that use of full single-lite doors is compatible with adjacent historic doors.

4. *"Development should be designed so that structures are not substantially different in character from adjacent buildings, in terms of size, mass, or architectural form."*

Finding: Pod 1 would be a rectangular building with design details typically found on some of the historic properties in this neighborhood such as belt course, corner boards, location of windows and doors, and the flat roof. Most buildings in this area are more square than rectangular.

Historic facades in this neighborhood are varied. The adjacent historic structures are mostly as wide as they are tall. The historic dwellings to the west are taller than they are wide. Many buildings have little open space between the buildings creating a visual continuance in facade appearance. Pod 1 would be 90' wide by 30' tall and therefore it is wider than tall which is different than the existing historic structures. However, the inset central staircase breaks up the width of the facade into two 40' wide by 30' deep sections. As noted above in Section IV.B.3.e, the footprint mass of the building is 70% larger than the adjacent historic structures. With the distinct floor separations with belt courses, the proportions of Pod 1 align with the overall proportions of the adjacent commercial buildings with the condition to reduce to two floors with the pop-up (Condition 8).

As noted above in Section IV.B.3.e, the City finds that with the tight development of the existing buildings, the larger lot for Pod 1 with additional open space, and the separation of the building components with a staircase, that the mass of the building is compatible with the neighborhood with the condition to reduce to two floors with the pop-up. The City also finds that with the use of the architectural features such as belt course, porches, overall placement of windows and doors, that the proposed character of the building is not substantially different from the existing adjacent buildings in the neighborhood.

V. CONCLUSION AND RECOMMENDATION

Based on the Findings of Fact above and application submittals, the City finds that the request meets the applicable review criteria and staff recommends approval of the request with the following conditions:

1. If a fiber cement material is visibly used on Pod 1 or Pod 2, it shall be smooth and not textured.

2 The applicant / property owner shall require that the central open staircases be kept free of household items to maintain the compatible facade with the neighborhood on Pod 1 and Pod 2.

3 The cargo container unit doors for the central staircase shall be painted to match and/or complement the main structure color removing any shipping information on Pod 2.

4. Pod 2 porches shall have a metal and/or composite material balustrade and support posts. The design shall be reviewed and approved by the Planner prior to issuance of a building permit.

5. The outdoor storage area enclosure for Pod 2 shall contain a roof and be designed to meet Section 3.215. The final design shall be reviewed and approved by the Planner prior to issuance of a building permit for the project. If there are substantial design changes, it would be brought back to the HLC for review and approval

6. Pod 1 shall be sided with wood or fiber cement board and batten.

7. The central staircase walls for Pod 1 shall not be uncovered cargo doors and shall be vertical or horizontal wood or fiber cement siding painted to match or complement the siding color or be constructed of some other design reviewed and approved by the Planner to differentiate it from the mass of the two separate parts of Pod 1.

8. Pod 1 shall be reduced to two floors with the additional pop-up feature.

9. If the HLC approves the pop-up feature on Pod 1, it should be enlarged north to south as viewed on the side elevation to line up with the vertical lines of the architecture similar to the proportions as viewed from the front, south elevation.

10. The outdoor storage area enclosure for Pod 1 shall contain a roof and be designed to meet Section 3.215. The applicant shall submit a revised enclosure design for review and approval of the Planner prior to issuance of a building permit for the project. If there are substantial design changes, it would be brought back to the HLC for review and approval.

11. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.

The applicant should be aware of the following requirements:

1. The applicant shall obtain all necessary City and building permits prior to the start of construction.

41

ADDRESS:	421 W. Marine Drive		
CLASSIFICATION:	**Primary**	TAX LOT:	6800
OWNER: .	Jane Albus 1176 Niagara Astoria, OR 97103	LOT:	N 50' Lt 4
ASSESSOR MAP:	89 7CC	BLOCK:	5
PLAT:	Taylors Addition	STYLE:	Vernacular
YEAR BUILT:	Ca. 1915	USE:	Commercial
ALTERATIONS:	Moderate		

DESCRIPTION: This two story building is rectangular in plan and has a flat roof with a low front parapet. Rolled asphalt siding in a brick pattern covers the original siding. The foundation is clad with chipboard. Windows are a combination of original two over one and one over one double hung wood sash and more recent fixed pane. Entrance doors are located at both the east and west end of the front facade. The doors are covered by a low-pitched gable projection supported with square posts. The building, flush with the public right of way, faces northwest on W. Marine Drive and is in fair condition.

A two car, gabled garage clad with shiplap siding, is set back seventy-five feet from W. Marine Drive facing south.

According to Polk's Astoria's City and Clatsop County Directory, the building was occupied by Anna and Aldrick Frosteman, Alfred, a carpenter, Gidding and Alfred, grocer, Sorenson in 1915. Otto, fisherman, and Selma Erickson, J. H. Klatt, and Esther and Howard, inspector for the city engineer, McCallister occupied the building in ca. 1917-18. The Oregon Painting Co.was located in the building and was established ca. 1925 by Otto Kiiski. The business remained in the building until ca. 1934. Otto kiiski was a gifted comic, composer and stage designer and was very active in the Finnish Socialist Hall and Suomi Hall productions. Ila and Sakri Teppola were residents from 1934 through the historic period.

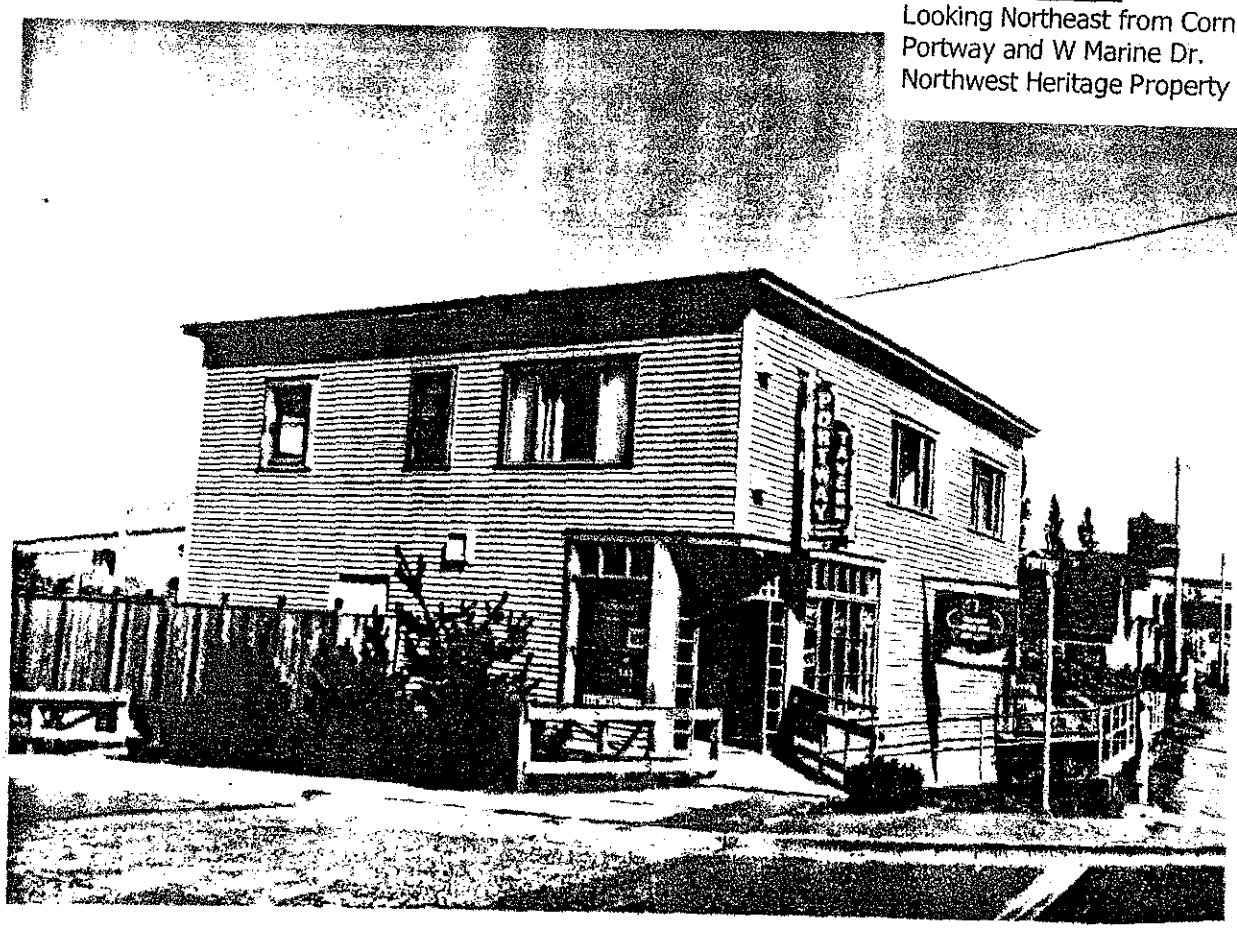
30

ADDRESS:	422 W. Marine Drive		
CLASSIFICATION:	**Secondary**	TAX LOT:	1300
OWNER:	Pauline and William Wanker c/o George Storey 422 W. Marine Drive Astoria, OR 97103	LOT:	.06 Ac.
ASSESSOR MAP:	89 7CC	BLOCK:	NA
PLAT:	Unplatted	STYLE:	Early 20th Century
YEAR BUILT:	1923	USE:	Multi-family
ALTERATIONS:	Minor		

DESCRIPTION: This Portway tavern is rectangular in plan and has a flat roof. Brackets embellish the eaves. Weatherboard covers the upper stories and vertical boards clad the basement. The windows are a combination of one over one double hung wood sash and tripartite fixed pane. The entrance at the SW corner is cut away. A glass block transom surmounts the entrance door which is flanked by larger glass block sidelights. Fixed pane windows with transoms are located on either side of the entrance. A wooden fence encloses the west side of the building. The building, set back approximately eight feet, is on the NE corner of W. Marine Drive and Portway and is in good condition.

The building was constructed in 1923 by the Jarvinen family. The family resided in the building and Victor Jarvinen had a blacksmith shop in the back of the building. The Jarvinen's opened the Portway Cafe ca. 1925 on the first floor and resided on the second floor. Victor Jarvinen died in 1931. In 1934 the business name changed to the Blue Peter Restuarant and also housed the Portway Machine Shop. By 1936 the business had changed again to the Portway Beer Parlor which remains today. The Jarvinen's sold the tavern in 1984 to Gayle Storey.

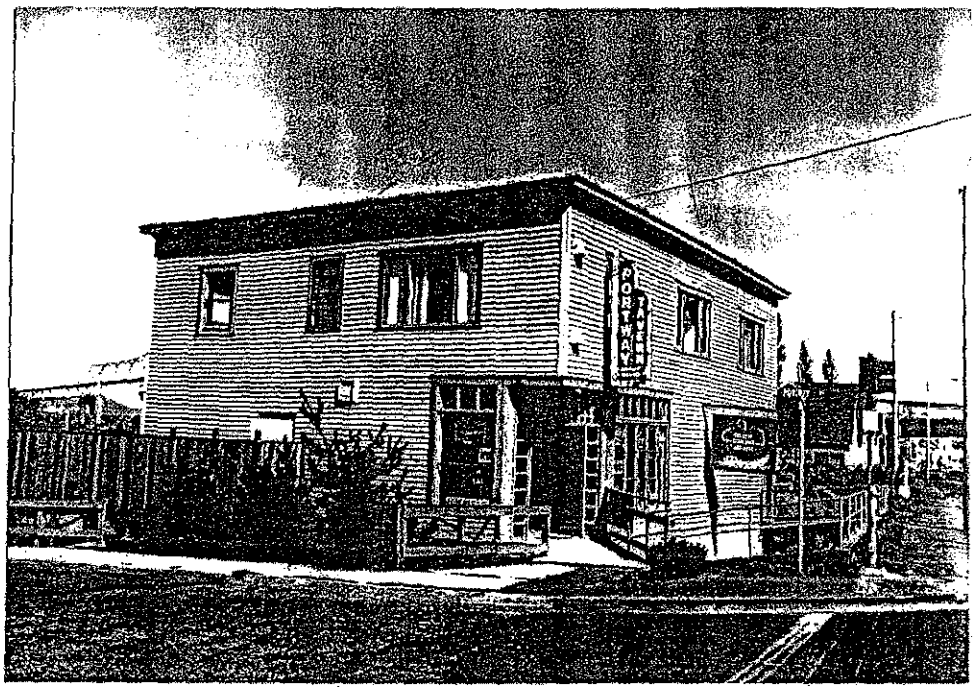
CU99-02 approved



422 W Marine Dr
Looking Northeast from Corner of Portway and W Marine Dr.
Northwest Heritage Property

#27

422 W. Marine Dr.



Portway Tavern

OWNERS: PAUL JARVINEN, JARVINEN-FAMILY RESTAURANT
EARLY DAYS.

PAUL'S DAUGHTER LIVES IN PORTLAND. (PAULINE)
SEE MRS. CELIA HILL, ASTORIA
(325-3884)

37

ADDRESS:	441 W. Marine Drive		
CLASSIFICATION:	**Primary**	TAX LOT:	7300
OWNER:	Michael Kama 441 W. Marine Drive Astoria, OR 97103	LOT:	N 1/2 Lt 7
ASSESSOR MAP:	89 7CC	BLOCK:	5
PLAT:	Taylors Addition	STYLE:	Bungalow
YEAR BUILT:	Ca. 1910	USE:	Multi-family
ALTERATIONS:	Moderate		

DESCRIPTION: This one and one half story building is rectangular in plan and has a side facing gable roof with front gabled dormers. The rakes are bracketed and the eaves are supported with exposed rafter ends. Wood shingles clad the upper one half story, weatherboard covers the first story and the elevated basement is sheathed with vertical boards. The stories are articulated by a beltcourse. A garage is built into the basement on the west side of the front elevation. The foundation is concrete. Windows are a combination of nine over one and one over one double hung wood sash with the exception of a newer fixed pane/slider window in the front dormer. The recessed porch extends across the front facade and has a band of six light fixed windows. Four large square posts support the porch and a pair of centrally located french doors accesses the building interior. Other alterations include a new stair railing and the addition of aluminum storms to some of the windows. The building, set back approximately thirty feet, faces northwest on W. Marine Drive and is in good condition.

According to Polk's Astoria's City and Clatsop County Directory, the building was occupied in 1910 by Frank Alms, a laborer. Hilma and Axel, a fisherman, Berg; August, carpenter for the Port of Astoria and Sendi Sjolund were occupants from 1920-21 to 1925. Axel Berg was admitted as a citizen in 1897 and was the incorporator of the Crab Fishermen's Assn. in 1930. Axel and his nineteen year old son drowned in 1938 in a fishing accident. There are no other listings for the building.

36

ADDRESS:	445 W. Marine Drive		
CLASSIFICATION:	**Secondary**	TAX LOT:	7400
OWNER:	Edward Selven 445 W. Marine Drive Astoria, OR 97103	LOT:	N 1/2 Lt 8
ASSESSOR MAP:	89 7CC	BLOCK:	5
PLAT:	Taylors Addition	STYLE:	English Cottage
YEAR BUILT:	Ca. 1925	USE:	Residential
ALTERATIONS:	Moderate		

DESCRIPTION: This one and one half story building is L-shaped in plan and has a jerkinhead roof with a front facing swept gable projection. The rake has eave returns. Narrow weatherboard clads the upper stories and wood shingles cover the daylight basement. The foundation is concrete. Windows are a combination of fixed pane, sliders and diamond paned casements. The front entrance door is reached through an arched opening in the swept gable roof. Other alterations include the addition of an exterior brick chimney to the west side, and a new porch railing and stairs. The building, set back approximately ten feet, faces northwest on W. Marine Drive and is in good condition.

A single car garage is located SW of the residence and has a jerkinhead roof. The structure is clad with shiplap siding and has a double swinging garage doors.

According to Polk's Astoria's City and Clatsop County Directory, the building was occupied from ca. 1925 through the historic period by Uno and Mayme Sjoroos, a fisherman. Sjoroos was admitted as a citizen in 1923.

CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

RECEIVED
FEB 04 2021
Community Development
CITY OF ASTORIA

NC 21-01

☒ Fee Paid Date 2/8/21 By Visa
FEE: $350.00 PR

NEW CONSTRUCTION (ADJACENT TO HISTORIC PROPERTY)

Property Location: Address: 65 PORTWAY ST. Astoria, OR 97103 and 432 W. Marine Dr.

Lots 1; 34,35,36 Block B Subdivision Taylor

Map T8N R9W, Section 7CC Tax Lot 80907CC01600 and 3500 Zone C-3; UTO

For office use only:			
Adjacent Property Address:			
Classification:		Inventory Area:	

Applicant Name: PORTWAY STATION LLC/Chester Trabucco

Mailing Address: 990 Astor Street, ASTORIA, OR 97103

Phone: 425-922-4636 Business Phone: _____ Email: ctrabucco46@comcast.net

Property Owner's Name: RAIDER HOLDINGS LLC/John Harper

Mailing Address: C/o John Harper 327 W. MARINE DR ASTORIA 97103

Business Name (if applicable): RAIDER HOLDINGS

* Signature of Applicant: Chester Trabucco 1/25/2021

↳ Signature of Property Owner: JL Harper 1-27-2021 *

Proposed Construction: Construction of twelve (12) 640 sq ft each Multi-Dwelling Units, 2 Bedroom, one bath. Buildings will be three to four stories in height using new and repurposed shipping containers in a campus-like setting. Adaptive re-use of a DEQ clean-up site.

For office use only:			
Application Complete:	March 3, 2021/RJ	Permit Info Into D-Base:	
Labels Prepared:		Tentative HLC Meeting Date:	3/16/21
120 Days:	July 1, 2021		

rec'd app docs 1/28/21/Not complete as of 2/2/21 2/10/21

Historic Landmarks Commission

Briefly address each of the New Construction Criteria and state why this request should be approved. (Use additional sheets if necessary.):

1.The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials.

The project is proposed using as a base structure new and recirculated shipping containers. Their basic design is a rectangular shape. The proposed units will each consist of two (2) containers back-to-back resulting in a rectangular 40' x 16' living unit. The units will be arranged in building clusters, three stories high consisting of six (6) units per cluster and built in pairs, resulting in a 12-unit building pair having a dimension of 90' (including a 10' wide stairwell between buildings in the grouping) x 33' (including a chase gap between units) and at a height of approximately 31'. This shape, scale, and height is consistent with other buildings in the Uniontown area.

The buildings are constructed of Corten Steel, stainless steel deck balustrades with steel I-beam supporting structures, and concrete and wood stairwells. Windows and the entry door will be recessed approximately 2". Windows will be double-hung, wood-clad and have mullions in the upper sash. Entry doors will be wood with a single sidelite. The units will each have a black fiberglass sliding door to the deck.

Corten Steel has a vertical ribbed striation for structural integrity, but that also relates to raw corrugated metal that is found commonly through the Astoria riverfront industrial districts. The Corten is an attractive material both as raw rusted steel (that is a natural patina maintaining the steels rustproof surface), as well as taking paint. We anticipate painting the apartment buildings various deep, rich, muted primary colors chosen from an historical color palette reminiscent of the surrounding district.

A 12" metal "cornice" band will be applied horizontally between each story and exterior decks will be centered in each apartment building facade, which will animate the buildings with residents enjoying the fresh ocean breezes and socializing with their neighbors.

An additional (proposed optional) top story will be set in from the building faces to create a penthouse terrace, while also keeping the overall height of the buildings from the street to appear one story lower. The silhouettes of these stepped-back upper stories will be simple attractive rooftops set against the Astoria skyline.

Roofs will either be flat decks with parapet walls, or symmetrical sloped gables or gambrels. Roof pitches will be between 4:12 and 8:12.

2. The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations.

The typical buildings in Uniontown, and more specifically the adjacent properties triggering this review, are built up to the sidewalk along the right-of-way (ROW) with little to no setback; the proposed project will be built using the same orientation with the 90' horizontal façade of the building pair being situated with no setback along both Marine Drive and Portway Streets with the exception of an allowance for the cantilevered decks extending 4'-5' from the units toward the ROW.

On Marine Drive, the first floor will be dedicated to commercial use with entrances centered on each of the two commercial spaces. Signage will be in accordance to the Astoria signage codes.

Along Portway Street and to the north of the Marine Drive building pair (Portway and Industry), the units will be accessed at the stairwell accessible from both Portway and the adjacent parking lot to the West of the building pair.

Parking Ingress and egress for the Marine Drive building will be at the far west end of the lot, commensurate with the requirements of ODOT. Parking will be sited behind the building and out of site from the ROW.

Parking Ingress and egress for the Portway building will be on the west end of the lot behind the building and out of site from the Portway ROW.

NOTE: Additional detail can be found in the application for the Design Review Application

LAND USE/ZONING SUMMARY

ZONING:

C3 - GENERAL COMMERCIAL

MULTIFAMILY RESIDENTIAL ALLOWED

PROPOSED USE:

RESIDENTIAL UNITS: (2 BEDROOM) = 72

LOT AREA:

~63,007.5 SQ. FT.
(DOES NOT INCLUDE OFF SITE PARKING PROPERTY)

LOT COVERAGE:

ALLOWABLE BUILDING COVERAGE: 90%

BASE BUILDINGS: 17,280 SQ. FT. 27%

LANDSCAPING:

REQUIRED: MINIMUM OF 10%

MINIMUM OF 10% SHALL BE PROVIDED

PARKING:

REQUIRED:
BASE PARKING: 1.5 SPACES PER UNIT: 108
BUS STOP REDUCTION (20%): -21
VANPOOL/CARPOOL REDUCTION (10%): -10
BIKE PARKING ABOVE REQUIRED REDUCTION (10%):-10
TOTAL REQUIRED: 67

PROVIDED:
ON SITE: 67 TOTAL (41 COMPACT, 18 STANDARD, 8 MOTORCYCLE)
OFF SITE: 10 TOTAL (STREET PARKING ON PORTWAY)
TOTAL PROVIDED : 77

BICYCLE PARKING:

REQUIRED: 1 PER 4 UNITS: 18
PROVIDED: 28 (16 LONG TERM, 12 SHORT TERM)

PRELIMINARY SITE PLAN

SCALE: 1" = 20'-0"

NORTH

Christopher D. Kidd
AIA, ALA, RIBA
N48W16550 Lisbon Road Menomonee Falls, Wisconsin 53051-6630
P 262.901.0505 F 262.901.0510 archi@cka-ae.com cka-ae.com

Proposed Mixed-Use Development for:
Portway Station
Portway St. between W. Marine Dr. and Industry St.
Astoria, OR 97103

These drawings, as instruments of service, remain the property of the Architect or Engineer. Any changes, publication, or use of any kind is prohibited unless expressly authorized by said party.

Copyright 2020

Drafted By: ZSH
Checked By: ZSH
Date Drafted: 01/11/2021
Project #: 19271-01

A100

SITE PLAN

Side Elevation - West

Rear Elevation (North)

Front Elevation - South (Marine Drive)

Side Elevation - East (Portway)

0 2 4 8 FT.

Portway Station, Astoria, Oregon

Building 1 | Chester Trabucco - Developer | Qamar and Associates - Designer | February 8, 2021

Side Elevation - South

Rear Elevation - West

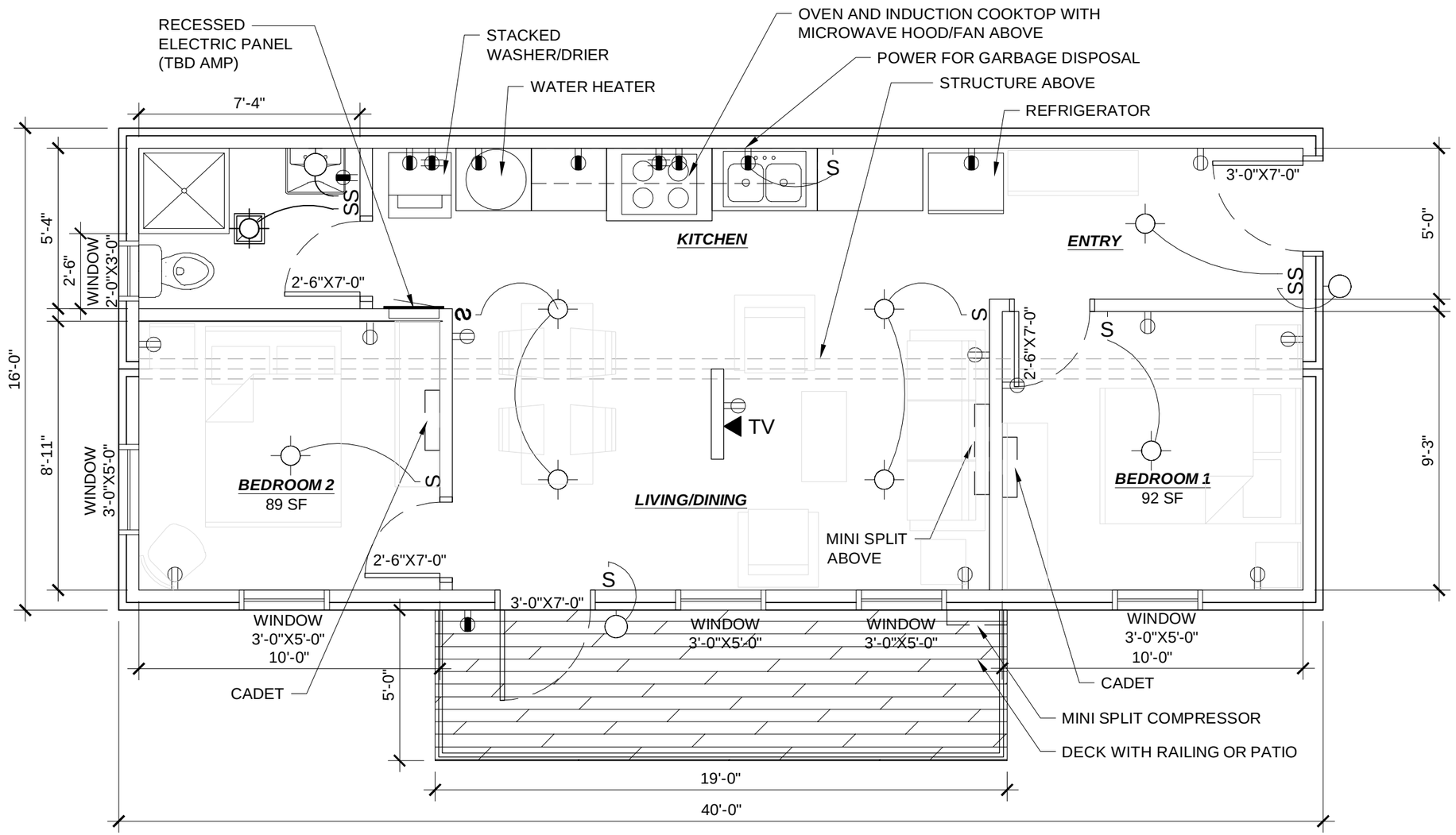
0 2 4 8 FT.

Front Elevation - East (Portway Street)

Side Elevation - North (Industry Street)

Portway Station, Astoria, Oregon

Building 2 | Chester Trabucco - Developer | Qamar and Associates - Designer | February 18, 2021



PRELIMINARY SINGLE UNIT NOTES

1. THIS DRAWING IS PROVIDED FOR GENERAL SCOPE DEVELOPMENT AS REQUESTED BY OWNER AND IS NOT TO BE USED FOR FINAL BIDDING, PERMITTING, OR CONSTRUCTION.
2. INFORMATION SHOWN IS BASED ON LAYOUT AND SCOPE PROVIDED BY OWNER. ADDITIONAL MECHANICAL, ELECTRICAL, AND PLUMBING WORK BEYOND WHAT IS DEPICTED WILL BE REQUIRED FOR CODE COMPLIANCE.
3. UNIT CONSISTS OF TWO 40' HIGH-TOP CONTAINERS, 40' LONG BY 9'-6" HIGH.
4. TYPE IIB CONSTRUCTION (ASSUMED BASED ON INTENT OF MAXIMUM OF 5 STORY DESIGN)
5. OCCUPANCY GROUP R-2 (ASSUMED AS PART OF MULTI-UNIT BUILDING)
6. SPRINKLER SYSTEM REQUIRED PER OSSC 903.2.8.
7. SMOKE DETECTOR AND CARBON MONOXIDE DETECTORS SHALL BE PROVIDED PER CODE.
8. CEILING: GWB AT 8'-2" AFF ON METAL FRAMING AT 16" O.C.
9. FLOORING: TBD
10. INTERIOR WALLS: GWB ON 3-5/8" METAL STUDS AT 24" O.C. MAX. (HOLD 2" AFF)
11. EXTERIOR WALLS: R-19 CONTINUOUS INSULATION PER 2019 OREGON ZERO ENERGY READY COMMERCIAL CODE (ASSUMED BASED ON INTENT OF MAXIMUM OF 5 STORY DESIGN). METAL FRAMING AT 24" O.C. MAX.
12. WINDOWS AND DOORS SHALL MEET MINIMUM ENERGY CODE REQUIREMENTS AS APPLICABLE FOR TYPE.
13. ROOF OF TOP UNIT SHALL HAVE R-30 INSULATION ABOVE THE ROOF DECK.
14. FLOOR OF BOTTOM UNIT SHALL HAVE R-30 INSULATION.

LEGEND

- WALL MOUNTED LIGHT FIXTURE
- RECESSED CEILING LIGHT FIXTURE
- CEILING LIGHT/FAN FIXTURE
- S — LIGHT SWITCH
- GFI DUPLEX RECEPTACLE
- GENERAL PURPOSE DUPLEX RECEPTACLE
- 220V RECEPTACLE

Christopher D. Kidd
AIA, ALA, RIBA
N48W18580 Lisbon Road Menomonee Falls, Wisconsin 53051-6830
P 262.901.0505 F 262.901.0510 arch@cda-se.com cda-se.com

Proposed Mixed-Use Development for:

Portway Station

Portway St. between W. Marine Dr. and Industry St.
Astoria, OR 97103

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Copyright 2021

Drafted By: ZSH

Checked By: ZSH

Date Drafted: 1/19/2021

Project #: 19271-01

A2.0

SINGLE UNIT
PRELIMINARY PLAN

MATCH TO OFFSITE PARKING LOT VIEW

INDUSTRY ST.

PORTWAY ST

W. MARINE DRIVE

ARINE DRIVE

DUTCH BROS

FAST LUBE

PHASE 1

PHASE 1

PHASE 1

FUTURE PHASE

STUB FOR FUTURE CONNECTION

NEW STM, SAN, WAT, & FIRE FOR ADJACENT PROPERTY

NEW STM & RD LINE

NEW SS MH

NEW 8" SS

NEW 8" WAT

NEW SD MH

NEW WQ CB

NEW FH

NEW FDC

NEW SERVICES

NEW FIRE DCDA

FUT WQ CB

FUT RD

FUT SAN

FUT FIRE

FUT FIRE DCDA

FUT FDC

FUT SERVICES

FUT WAT

FUT FH

Abandoned 1990

Abandoned 1985

Closed

End of New PVC

Begin New PVC

GATEWAY AVE.

CONNECT TO EX PORT STORM SEWER

OFFSITE PARKING LOT

LEGEND

EXISTING

SEWER

WATER

STORM

EXISTING TO BE ABANDONED ////

PROPOSED – PHASE 1

SEWER SS SS

WATER

FIRE SPRINKLER

STORM SD SD

PROPOSED – FUTURE

SEWER

WATER

FIRE SPRINKLER

STORM

PROPOSED – STRUCTURES

SANITARY MANHOLE

STORM MANHOLE

WATER QUALITY CATCH BASIN

FIRE HYDRANT

FIRE DEPT CONNECTION (FDC)

FIRE SPRINKLER LINE DOUBLE CHECK

NORTH

0 30 60

SCALE IN FEET

DATE:	NO.	REVISION

DRAWN: | DESIGNED: | CHECKED:

SCALE: AS SHOWN | DATE: OCT 29, 2020

PROJECT NO. E20-014

FDG
Firwood Design Group, LLC
SURVEYING ✦ ENGINEERING ✦ PLANNING
359 E HISTORIC COLUMBIA RIVER HIGHWAY
TROUTDALE, OREGON 97060
BUS: (503) 668-3737 ✦ FAX: (503) 668-3788

CHESTER TRABUCCO
PORTWAY LANDING LLC
(425) 922 - 4636

CONCEPT UTILITY LAYOUT
PORTWAY LANDING APARTMENTS
ASTORIA, OR 97013

1
1

*Industrial * Commercial * Manufacturing * Residential*
WBE #3303
Physical Address: 1725 N. Roosevelt Dr, Seaside OR 97138
Mailing address: 360 SE Baseline, Hillsboro, OR 97138
Phone: 503-717-9148 Fax: 503-717-4147
OR: CCB # 151632 WA: NORTHBE941BD

Portway Station
Astoria
Site Work

June 19, 2020

Subject: Electrical Budgets

Thank you for considering Inland Electric to meet your electrical needs. It is our desire to provide quality electrical installations for a fair price. For this project we will provide labor and materials wire Shell only, This price is based on the preliminary site drawings. See site photometrics for locations

Our proposal includes the following:

- Site only
  - Provide electrical permit
  - Lighting
    - (41) B7 fixtures
    - (3) S1-HS fixtures
    - (4) S1-2 fixtures
    - (2) S2-HS fixtures
    - (4) S4-HS fixture
    - (1) S5 fixture
    - (14) S6-HS fixtures
    - Provide conduit, wire and ground boxes necessary to install fixtures
    - Excludes:
      - Concrete Pole bases and bollard bases
      - Excavation
  - Service
    - Provide pedistal mounted house panel located in phase 1 area
    - 200 amp meter main
    - Excludes
      - PPL Fees
      - Changes made to plans once power design is completed
      - Excavation
      - PPL conduits to Meter main location
  - General Exclusions
    - Excavation
    - Saw cutting
    - Concrete work
    - Pricing and availblity changes due to market conditions

Price.....$122,500.00

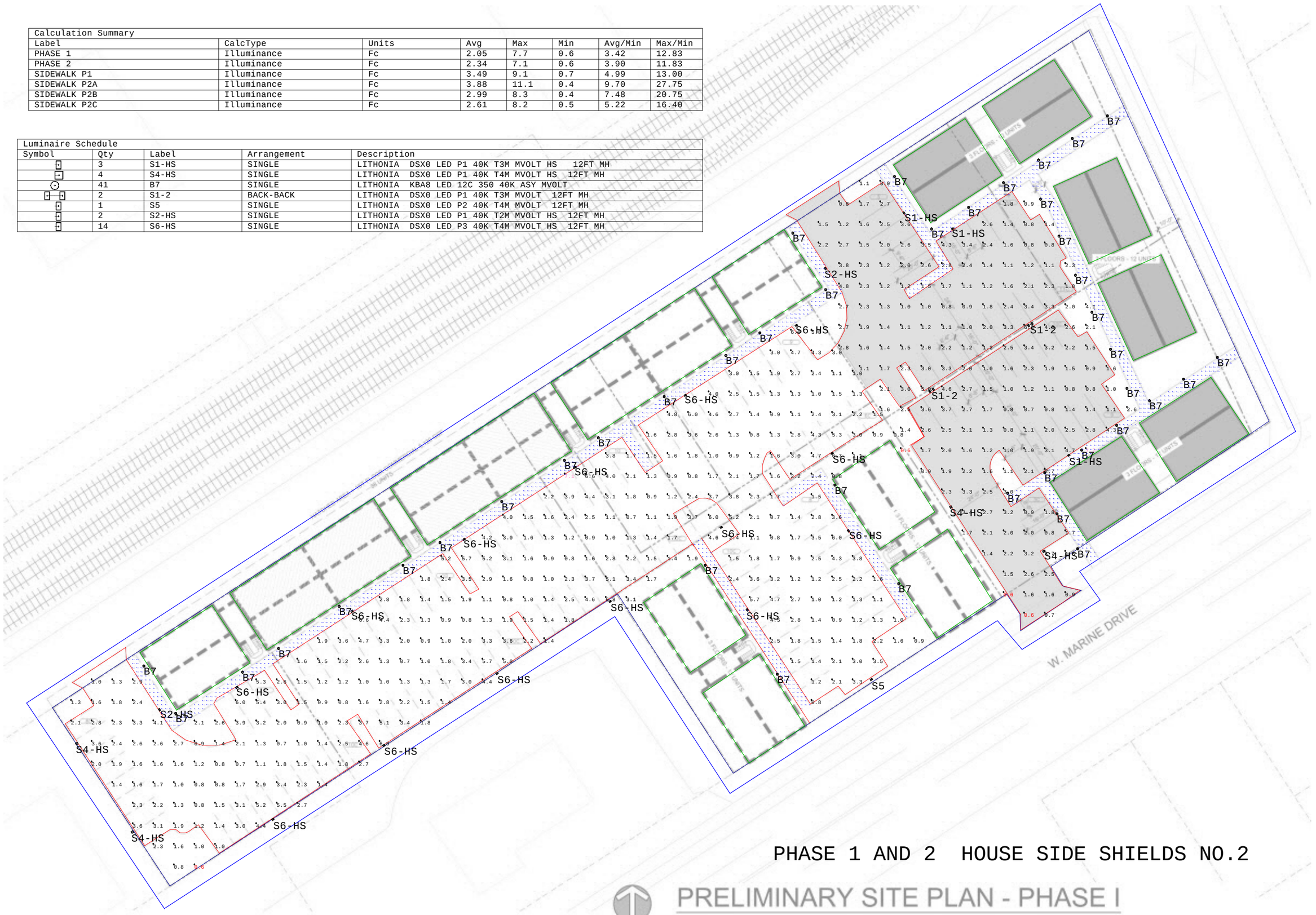
All work shall be done in a neat and workman like manner, according to local codes and to your satisfaction during normal business days. This bid is good for 30 days. Due to the instability in construction material pricing, it may be necessary to adjust pricing based on market pricing.
Thank you,

Brent Boles

The information contained in this quotation may be privileged, confidential and protected from disclosure. It is intended for use by Inland Electric Costomers Only. CCB #151632

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PHASE 1	Illuminance	Fc	2.05	7.7	0.6	3.42	12.83
PHASE 2	Illuminance	Fc	2.34	7.1	0.6	3.90	11.83
SIDEWALK P1	Illuminance	Fc	3.49	9.1	0.7	4.99	13.00
SIDEWALK P2A	Illuminance	Fc	3.88	11.1	0.4	9.70	27.75
SIDEWALK P2B	Illuminance	Fc	2.99	8.3	0.4	7.48	20.75
SIDEWALK P2C	Illuminance	Fc	2.61	8.2	0.5	5.22	16.40

Luminaire Schedule				
Symbol	Qty	Label	Arrangement	Description
	3	S1-HS	SINGLE	LITHONIA DSX0 LED P1 40K T3M MVOLT HS 12FT MH
	4	S4-HS	SINGLE	LITHONIA DSX0 LED P1 40K T4M MVOLT HS 12FT MH
	41	B7	SINGLE	LITHONIA KBA8 LED 12C 350 40K ASY MVOLT
	2	S1-2	BACK-BACK	LITHONIA DSX0 LED P1 40K T3M MVOLT 12FT MH
	1	S5	SINGLE	LITHONIA DSX0 LED P2 40K T4M MVOLT 12FT MH
	2	S2-HS	SINGLE	LITHONIA DSX0 LED P1 40K T2M MVOLT HS 12FT MH
	14	S6-HS	SINGLE	LITHONIA DSX0 LED P3 40K T4M MVOLT HS 12FT MH



PHASE 1 AND 2 HOUSE SIDE SHIELDS NO.2

NORTH

PRELIMINARY SITE PLAN - PHASE I

SCALE: 1" = 20'-0"

SUBMITTALS BY APPLICANT
3-1-21

WINDOWS

The Windows are ALL Single-Hung Fibrex Composite with exterior/interior muntins in a 6/1 configuration (See Elevations) in the upper sash only. Dimensions are 2'8" W x 5'.0" H. Windows will be cased in metal (flat steel) with a dimension of 4" W x 1 ¼" D and be welded onto the exterior of the structure. Windows will be also recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange being welded onto the wall at the interior, where the windows will be set.

ROOF

POD 1 - The roof will be a partial flat roof with a roof deck and a cupola with a 5:12 hipped roof pitch. The hipped roof with have a green colored asphalt shingle. This cupola will be setback from all four faces of the building by 10 feet.

See POD 1 Elevations for additional detail

NOTE: Viewed from the ground immediately adjacent to the building, this cupola will not be visible due to the step-back. But at a distance the cupola, along with the railing around the roof deck, will offer a beautiful, silhouetted contour to the Astoria skyline much like other cupolas, "widow's walks" and turrets of Astoria's Victorian era. The roof deck along with the balconies will also enliven the street life with people animating the building above the street.

POD 2 - Side gable roof with 4.5:12 pitch at a height of 35' to the mid-point between the eave and ridge; shed roof over porches; architectural composition shingles in a dark green color.

The POD 2 roof is comprised of gable roofs, the tallest of which are over the two 32'x40' core buildings. A lower gable or flat roof spans between these two primary roofs and covered the central stairway. Additional shed roofs are added to this primary roof to cover the balconies on the fronts and backs.

HEIGHT

POD 1 - The Elevations of the buildings are at 29'-6" through to the top of the first three floors where the roof deck begins. With the addition of the Penthouse, the overall building height to the midpoint of the hipped roof is at 42'-6".

POD 2 - The Elevations of the buildings are at 29'-6" through to the top of the first three floors with the overall building height to the midpoint of the tallest hipped roof at 35'-0". POD 2 roof is comprised of several hipped roofs, the tallest of which are over the two 32'x40' core buildings. A lower gable roof spans between these two primary roofs and covered the centra stairway. Additional hip roof dormers are added to this primary roof to cover the balconies on the fronts and backs.

Staff Note: Pod 1 has a maximum height of 35' unless step-backed above second floor. Any variation in this would require a variance.

Understood – We are constrained by the physical characteristics of the shipping containers and are seeking an exception to the rule by 18". The impact of *not* being able to do this is that the penthouse/rooftop deck will have to be dropped which we are showing as a distinguishable architectural feature (a cupola) that also helps to better "activate" this part of the Union Town area by creating a social space via the deck for barbeques and other gatherings. At only 12'x20', the penthouses are small in scale, comparable to cupolas common on other historic buildings in the region.

FACADE VARIATIONS

The buildings' exterior design character is reminiscent of historic mixed-use residential, industrial and retail buildings in the neighborhood, the city and the surrounding region. It is modeled after historic precedents in which buildings were typically simple rectangular geometries (often ranging from 1 to 5 stories). Variation in the facades were achieved most often with limited additions of architectural elements such as balconies, bay windows, cornices, and uniformly proportioned/scaled windows. The windows in these buildings are tall and narrow, much like historic window proportions throughout Astoria. They are evenly spaced and rhythmic. Recessed windows emphasize shadows and depth in the facade.

Buildings typically were constructed of one unifying material such as masonry, wood, and metal, along with a second minor material used in trim, cornices, and balconies. If major material changes were used, typically the heaver material (masonry) formed the base of the building with lighter materials (wood) above. Materials were structural (not exterior veneers) as they were load-bearing exterior walls. Banding of cornice lines between each floor and at the parapet defined and gave visual layering of the building stories.

These Portway Station buildings are made of Corten steel as they are shipping containers. Colors are painted onto the steel. We are using a rich deep-red reminiscent of the other red industrial buildings in the district. Additionally, a trim color of an off-white is used for accent.

The composition of the building with its tall narrow windows and multi-story balconies is modeled after buildings in the region, such as the historic residential buildings at Fort Columbia and Fort Vancouver (See attached examples)

Ft Vancouver, Vancouver WA

Ft Columbia, Naselle WA

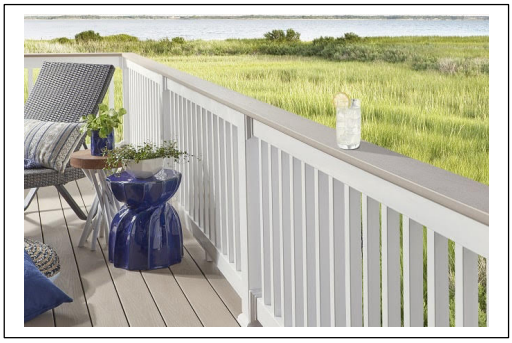
BALUSTRADES

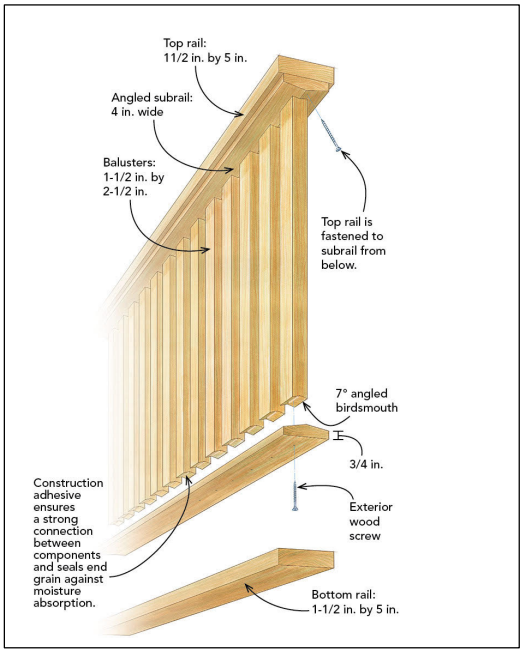
The railing and balustrades will be constructed of wood, which will span between the wrapped wood columns of the balconies. The top rail with be a shaped wood handrail. The handrail will be supported by square 2”x2” spindles and a 2x6 hand and foot rails.

The flooring of the balcony decks, the stair treads and the undersides of the decks will be wood.

Simple and painted. Wood but could also be weather resistant composite material….as long as it is indistinguishable from stained wood.

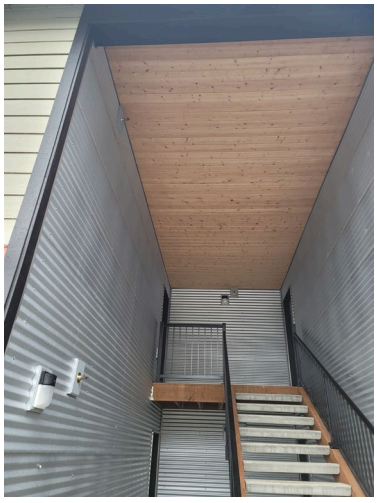
The second illustration is a real wood detail.





STAIRCASE

Example photos submitted.



LANDSCAPING

PARCEL #	DESCRIPTION	LOT SF	LANDSCAPE SF	% COVERAGE
80907CC03500	W. Marine Dr.	15757.50	5094.33	32%
80907CC01600	Portway St	7272.50	1932.72	27%
80907CC01700, 80907CC01800, 80907CC01801, 80907CC01802, 80907CC01902, 80907CC02000	Centural Campus	39985.83	8655.70	22%
810130000100, 810130001600	Parking Lot	30000.00	4587.92	15%
	Project as a whole:	93015.83	20270.67	22%

UTILITIES

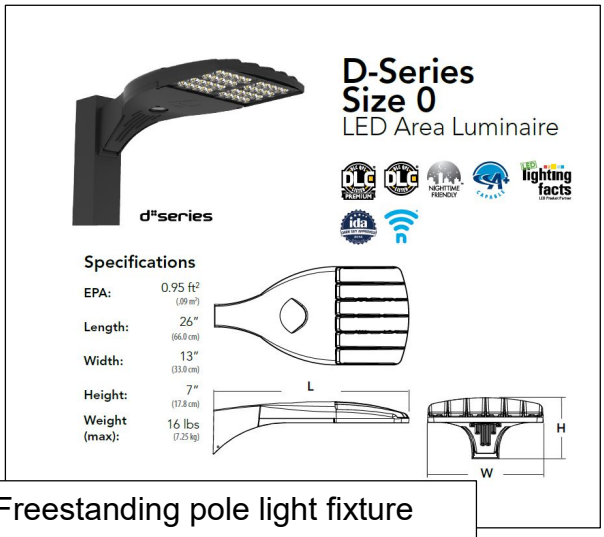
The Power Company (PPL) vault dimensions are 28” H, and 4’x4’ square. One each will be included somewhere near the Waste Disposal Areas at the extreme north (Pod1) and SW (Pod2). Actual placement will be determined by PPL after Input Forms are calculated by the architect prior to submittal of building permits. All new utility lines will be underground. SEE ATTACHED CONCEPT UTILITY PLAN

BIKE LOCKER

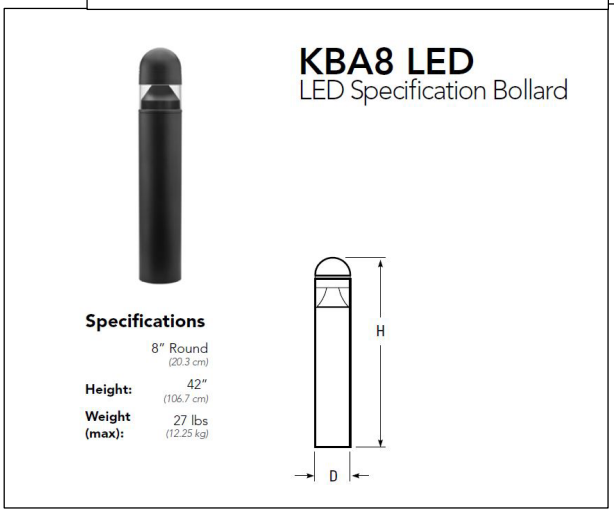
Global Industrial, #301, Bike-Shell Bike Locker, 1 Bike Cap., 74-1/2"L x 30" W x 49"H, Medium Grey, T-Handle; globalindustrial.com

LIGHTING

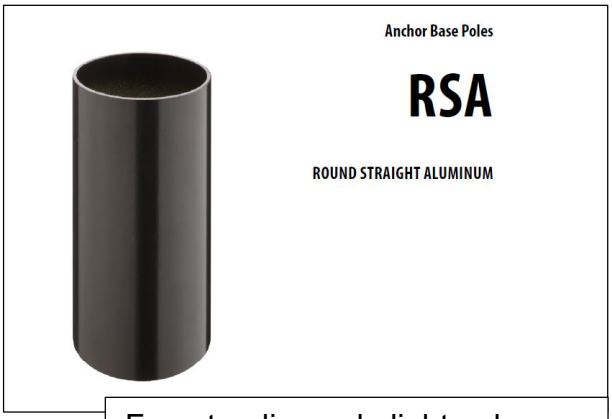
Building goose neck lights



Freestanding pole light fixture



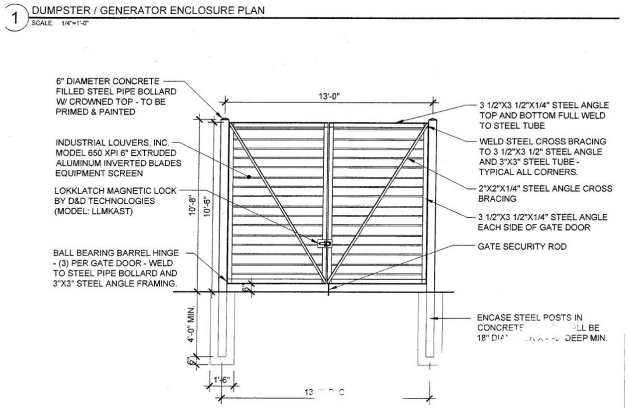
Bollard Lights

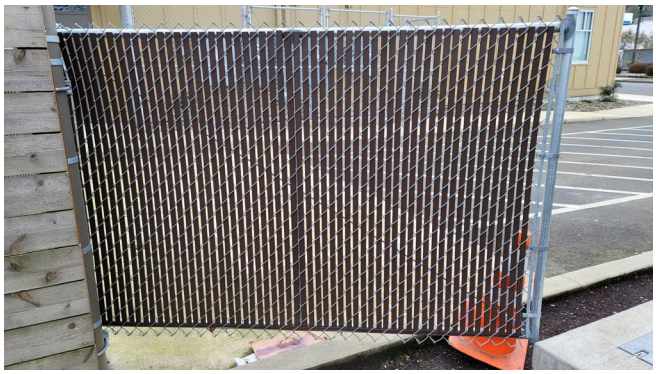


Freestanding pole light pole

TRASH ENCLOSURE
2-27-21
Submitted by Chester Trabucco

Dimensions are 13' deep x 20' wide x 5.5’ tall and includes recycle and trash.
Cedar on the sides. Slatted cyclone fencing on the gates (2). Probably wider than it needs to be.





CONCEPT PLANT SCHEDULE

STREET TREES — 8
ACER RUBRUM `BOWHALL` / BOWHALL RED MAPLE
FAGUS SYLVATICA `FASTIGIATA` / FASTIGIATE EUROPEAN BEECH

SITE TREES — 10
ACER CIRCINATUM / VINE MAPLE
AMELANCHIER X GRANDIFLORA / APPLE SERVICEBERRY
MALUS FUSCA / OREGON CRAB APPLE

STEEP SLOPE TREES — 8
AMELANCHIER X GRANDIFLORA / APPLE SERVICEBERRY
ARBUTUS UNEDO / STRAWBERRY TREE
PINUS CONTORTA / SHORE PINE

STEEP SLOPE PLANTING — 3,368 SF
ARCTOSTAPHYLOS UVA-URSI / KINNIKINNICK
BLECHNUM SPICANT / DEER FERN
CEANOTHUS GLORIOSUS / POINT REYES CEANOTHUS
CORNUS SERICEA / RED TWIG DOGWOOD
FRAGARIA VESCA BRACTEATA / WILD STRAWBERRY
GAULTHERIA SHALLON / SALAL
MYRICA CALIFORNICA / PACIFIC WAX MYRTLE
PHYSOCARPUS CAPITATUS / PACIFIC NINEBARK
POLYSTICHUM MUNITUM / WESTERN SWORD FERN
PTERIDIUM AQUILINUM / WESTERN BRACKENFERN
RIBES SANGUINEUM / RED FLOWERING CURRANT
SAMBUCUS CAERULEA / BLUE ELDERBERRY
SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY

VEGETATED WALL PLANTING — 65 SF
AKEBIA QUINATA / CHOCOLATE VINE
CLEMATIS ARMANDII / EVERGREEN CLEMATIS
LONICERA X HECKROTTII / GOLDFLAME HONEYSUCKLE
TRACHELOSPERMUM JASMINOIDES / CHINESE STAR JASMINE

ROW PLANTING — 1,423 SF
AJUGA REPTANS `BURGUNDY GLOW` / BURGUNDY GLOW CARPET BUGLE
EPILOBIUM CALIFORNICUM / CALIFORNIA FUCHSIA
FUCHSIA X HYBRIDA `TOM THUMB` / TOM THUMB FUCHSIA
GAULTHERIA SHALLON / SALAL
LAVANDULA OFFICINALIS / ENGLISH LAVENDER
PRUNUS LAUROCERASUS `MOUNT VERNON` / MOUNT VERNON ENGLISH LAUREL
ROSMARINUS OFFICINALIS `BENEDEN BLUE` / ROSEMARY
SEDUM OREGANUM / OREGON SEDUM

BUILDING FRONTAGE PLANTING — 1,517 SF
ADAITUM PEDATUM / MAIDENHAIR FERN
AQUILEGIA FORMOSA / WESTERN COLUMBINE
ARUNCUS DIOICUS / GOATSBEARD
ATHYRIUM FILIX-FEMINA / COMMON LADY FERN
CEANOTHUS MARITIMUS / MARITIME CEANOTHUS
CISTUS CRISPATUS `WARLEY ROSE` / ROCKROSE
DICENTRA FORMOSA SUBSP. OREGANA / OREGON BLEEDING-HEART
ESCALLONIA X `COMPACTA` / COMPACT ESCALLONIA
FUCHSIA X HYBRIDA `MISS CALIFORNIA` / MISS CALIFORNIA HARDY FUCHSIA
GAULTHERIA SHALLON / SALAL
GERANIUM OREGANUM / OREGON GERANIUM
GEUM MACROPHYLLUM / LARGE-LEAVED AVENS
HEUCHERA X `AUTUMN LEAVES` / AUTUMN LEAVES CORAL BELLS
HOSTA X `WHIRLWIND` / WHIRLWIND HOSTA
LAVANDULA OFFICINALIS / ENGLISH LAVENDER
RHODODENDRON ATLANTICUM / COAST AZALEA
SEDUM OREGANUM / OREGON SEDUM
VIBURNUM EDULE / HIGHBUSH CRANBERRY

LAND USE/ZONING SUMMARY

ZONING:

C3 - GENERAL COMMERCIAL
MULTIFAMILY RESIDENTIAL ALLOWED

PROPOSED USE:

RESIDENTIAL UNITS: (2 BEDROOM) = 8
COMMERCIAL UNITS = 2

LOT AREA:

PARCEL: 80907CC03500 = ~15,757.5 SQ. FT.
(DOES NOT INCLUDE OFF SITE PARKING PROPERTY)

LOT COVERAGE:

ALLOWABLE BUILDING COVERAGE: 90%
BASE BUILDINGS: 29,00 SQ. FT. 18%

LANDSCAPING:

REQUIRED: MINIMUM OF 20%
MINIMUM OF 20% SHALL BE PROVIDED

PARKING:

REQUIRED:
BASE PARKING: 1.5 SPACES PER UNIT: 12
BUS STOP REDUCTION (20%): -2
VANPOOL/CARPOOL REDUCTION (10%): -1
BIKE PARKING ABOVE REQUIRED REDUCTION (10%):-1
TOTAL REQUIRED: 8

PROVIDED:
ON SITE: 10 TOTAL (10 STANDARD)
OFF SITE: 77 TOTAL (72 STANDARD, 5 MOTORCYCLE)
TOTAL PROVIDED : 87

BICYCLE PARKING: 3

REQUIRED: 1 PER 4 UNITS: 18
PROVIDED: 36 (16 LONG TERN, 20 SHORT TERM)

LOT COVERAGE CALCULATIONS:

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 20'-0"

PARCEL 80907CC03500 ONLY

REGISTERED LANDSCAPE ARCHITECT
910
Audrey West
Audrey R. West
OREGON
10/31/21

DATE:	NO.	REVISION

DRAWN: AW | DESIGNED: MB | CHECKED: AW
SCALE: AS SHOWN | DATE: FEBRUARY 2021
PROJECT NO. E20-014

The West Studio

MAIN OFFICE:
3809 1/2 S G ST
TACOMA, WA 98418
(206) 519-5690

SATALITE OFFICE:
PO BOX 873
SHERWOOD, OR 97140
(503) 610-4991

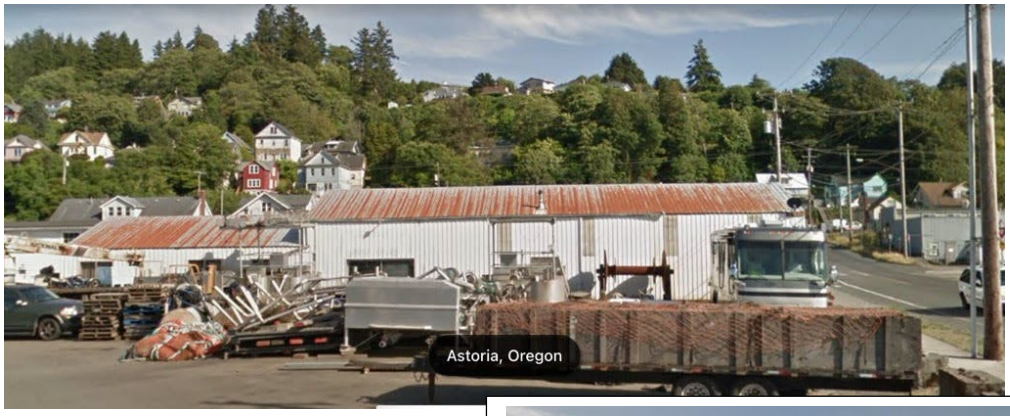
CHESTER TRABUCCO
PORTWAY LANDING LLC
(425) 922 - 4636

PORTWAY STATION APARTMENTS
ASTORIA, OR 97013

L1

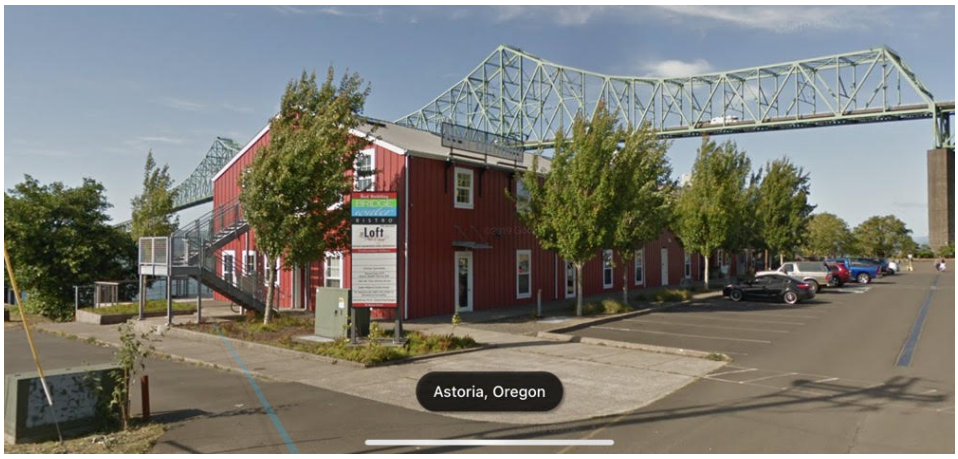
Examples of Buildings in Astoria

submitted by Chester Trabbuco 2-8-21



53 Portway
vertical corrugated metal
1 story

Pier 11
77 11th Street
vertical board and batten
1 & 2 story with 3 story tower



Reb Building
20 Basin Street
vertical board and batten
2 story

Bergerson Construction
55 Portway
horizontal siding on office; vertical corrugated metal on shop
1.5 story shop; 3 story office

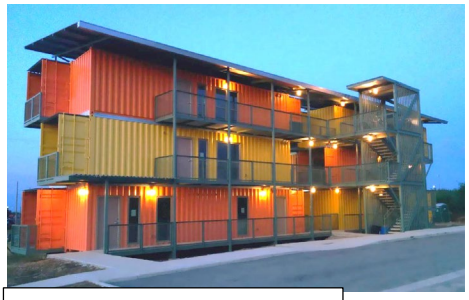
Examples of Shipping Container Projects from around the World

ctrabucco46@comcast.net

Mon, Feb 8, 2021 8:48 AM

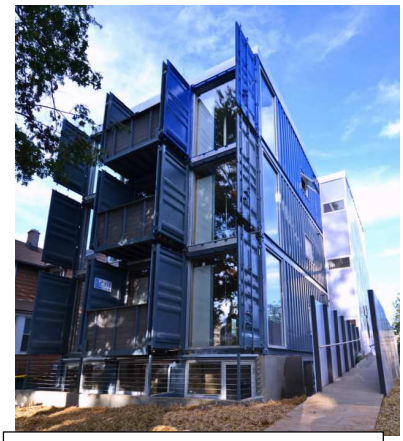
to me, ctrabucco46

Attached are images of examples of apartment projects built from shipping containers both domestically and globally. Chester



San Antonio TX

LaHavre France



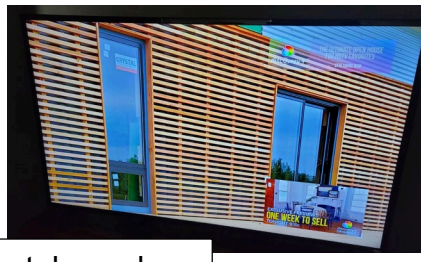
Brookland WA

Huntsville TX

Phoenix AZ

Phoenix AZ

Horizontal wood slat exterior cover



Horizontal wood slat exterior cover

Smooth-side Shipping Container

Inbox

ctrabucco46@comcast.net Sun, Feb 7, 11:20 PM (2 days ago)

to me, ctrabucco46

Hi Rosemary,

Please consider this as an option to the corrugated siding typically found on shipping containers. This is NOT, however, our preferred direction for several reasons:

1. We believe that the corrugated element of the containers, which are structural in nature (not merely cosmetic as is the case with the more common corrugated thin aluminum panel siding found in practice by architects of recent),
   appeals to the "industrial aesthetic" of Astoria's working waterfront. More specifically, shipping containers represent a nod to Astoria's rich maritime history and still evident today as it sees upwards of 10 container ships passing by daily on the Columbia.

2). The smooth containers are *far less common* and it may very possibly represent a significant delay in our project to acquire enough of them (24 for 12 units) to efficiently construct this phase.

3.) We believe the vertical striations ARE the appeal for this particular application. While a smooth faced-container may achieve the objective of an acceptable solution, we believe we will be delivering a less appealing-looking project.

Again, open to suggestions. We have already provided a siding material consisting of slatted wood strips. Looking for direction and consideration.

Best,
Chester Trabucco
425-922-4636

submitted by
Chester Trabucco
2-18-21

All About Board and Batten

The Truth About Battens

Written by
Jackie Craven
Updated 09/17/20

The Symmetry of Board and Batten Jackie Craven

Board and batten, or board-and-batten siding, describes a type of exterior siding or interior paneling that has alternating wide boards and narrow wooden strips, called "battens." The boards are usually (but not always) 1 foot wide. The boards may be placed horizontally or vertically. The battens are usually (but not always) about 1/2 inch wide.

What Is Board and Batten?

Board and batten is a siding and paneling style that uses narrow strips of wood placed over the joints of wide boards for a geometric, layered effect.

Historically and traditionally, a wooden batten would be placed over a seam between the wide boards, creating a stronger and more energy-efficient siding. Because it was inexpensive and easy to assemble, board and batten were used for structures such as barns and garden sheds. Board-and-batten siding is sometimes called barn-siding because many barns in North America are constructed this way. Even today, this type of siding on a house exudes a comfortable informality. Board-and-batten shutters, which use the batten as a horizontal brace, are also considered less formal and more provincial than louvered shutters. Because it's how the batten is used with the board that is important, they don't have to be made of wood.

Reverse board and batten have very narrow boards with wide battens installed over the seams. Like horizontal siding, the size variations will have a dramatic effect on how natural light creates shadows on the siding.

Use in Architecture

Board-and-batten siding is often found in informal architectural styles, such as country homes and churches. It was popular during the Victorian era as a pragmatic method of adding architectural detail to Carpenter Gothic structures. Today you can find board-and-batten siding combined with brick or stone exteriors and also combined with more traditional horizontal siding.

Two contemporary uses can be found on opposite shores of the U.S. In the planned community of Celebration, Florida, established by the Disney Company in 1994, the siding is used in one of their house plans, a Neo-folk Victorian. Celebration was designed to express an ideal community of American architecture, and the "homey" look of this structure fulfills the vision—in spite of what actual building materials may be used.

The second example of the contemporary use of board-and-batten siding can be found in northern California. Architect Cathy Schwabe used the vertical siding on a readers' retreat cottage, and the result is a much larger-looking house than it actually is.

Board-and-Batten Marketplace

Board and batten are sold by a number of distributors in an assortment of widths and in a variety of materials—wood, composite, aluminum, vinyl, insulated or not. Remember that board and batten is not a construction material, and often the materials used will affect the overall final appearance.

Beware of inappropriately using board and batten as siding on an architectural style that historically would never have used it; this informal siding can easily make a historic old house look weird and out-of-place. Also, remember that boards and battens become siding because of how they are used. Today you can buy board-and-batten siding and even products like shutters.

FW: Design Guidelines re: Compatibility with Varying Heights

ctrabucco46@comcast.net 9:16 AM
2-19-21

to me

As discussed. See below

From: Laurence Qamar <l.qamar@comcast.net>
Sent: Saturday, February 13, 2021 4:20 PM
To: Chester Trabucco <ctrabucco46@comcast.net>
Subject: Design Guidelines re: compatibility with varying heights

Chester,

As described on the phone I am sending you a set of building designs I have written (with a colleague) that illustrates how varying heights of buildings along a streetscape can still be harmonious as long as the finer building facade elements have a consistent scale, proportion, rhythm and pattern.

First instance, we can see in historic towns throughout the region (and the world) that windows used to be consistently proportioned vertically so that they were tall and narrow, much like the proportions of a standing person. Also, buildings use to have clear bases, middles and tops that were defined by horizontal bands and cornices. The windows were aligned vertical and horizontally. and the materials were usually limited in variety to one primary building material with one more for detail.

This should be clear to the committee reviewing the Uniontown building in which they have stated that the building should be similar to buildings within a 3 block area on Marine Drive. ***The fact that no other building in those three blocks is over 2 stories should not be a deterrent to the including of a 3 story building with a 4th floor cupola.*** The width of the building is consistent with those in the area. The building has other proportional elements such as its storefront broad windows with clerestories, and its tall and narrow upper floor windows. Also the horizontal banding and cornices define the base, middle and top of the building much like those historic one in the district.

Building heights alway vary along a strong, diverse and visually interesting main street. It's the smaller elements of the facades that need to be consistent in order for the taller and shorter buildings to be harmonious.

Attached

SELLWOOD-MORELAND MAIN STREET DESIGN GUIDELINES

A SUPPLEMENT TO THE PDX MAIN STREET DESIGN GUIDELINES

MARCH 2020 DRAFT

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Acknowledgements

SMILE Main Street Team: Vikki DeGaa, Miriam Erb, Shari Gilevich and Karen Kelly (also a member of Sellwood-Moreland Business Association)

SMILE Land Use Committee: David Schoellhamer, Bob Burkholder, Rocky Johnson, Francisco Salgado, Kirsten Leising, and the SMILE Main Street Team members above

Volunteer help provided by: Eileen Fitzsimons, Drew Beard, Eileen O’Keefe, Susie Cunningham and Jeffrey Merrick

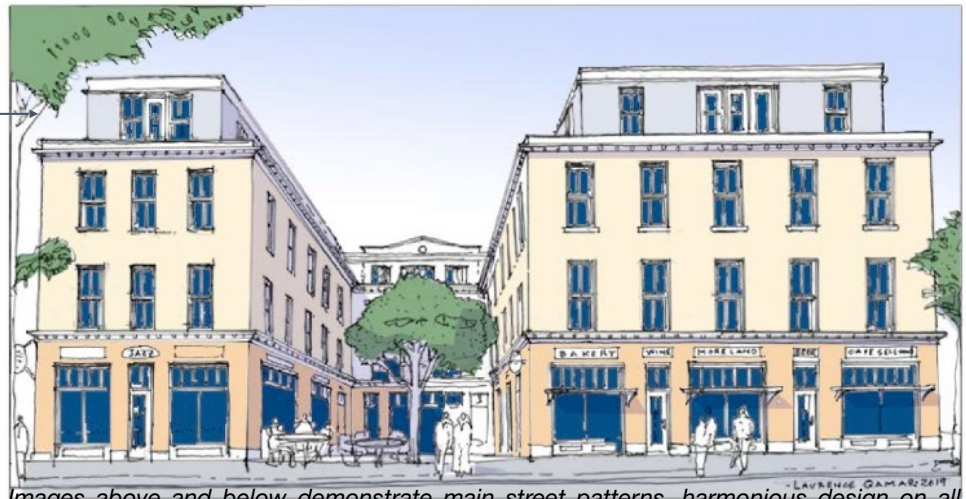
Design & Planning Consultants
Laurence Qamar, Qamar Architecture & Town Planning
Heather Flint Chatto, Forage Design & PDX Main Streets
Linda Nettekoven, PDX Main Streets

Photography, Architectural Renderings & Graphic Design
Michael Molinaro, Laurence Qamar, Heather Flint Chatto

SELLWOOD-MORELAND "GUIDELINES AT A GLANCE"

Encouraged Mixed Use Design Patterns + Building Form

- **Upper Level Stepbacks** (maintain density and minimize scale contrasts)
- **Base-Middle-Top**
  Articulated rooflines
  Horizontal bands/cornices
  Storefronts
- **Main Street Storefronts**
  Recessed Entries, raised sills, display windows with clerestory windows above
- **Cost Efficient Design**
  Stacked floorplates (no cantilevers)
  Vertically + horizontally aligned windows/doors
  Avoid arbitrary and abstract Form articulation
- **Windows**
  Human-scale proportioning
  Tall vertical inset windows
  Divided panes in larger windows
  Symmetrical window patterns
  Avoid excessive material framing
- **Harmonious Design on All Sides**
  No blank walls, consistent materials
- **Corner Treatments**
  Chamfers, Entries, Arches, Balconies, Simple Ornament or Artistic Details
- **Balconies + Bays**

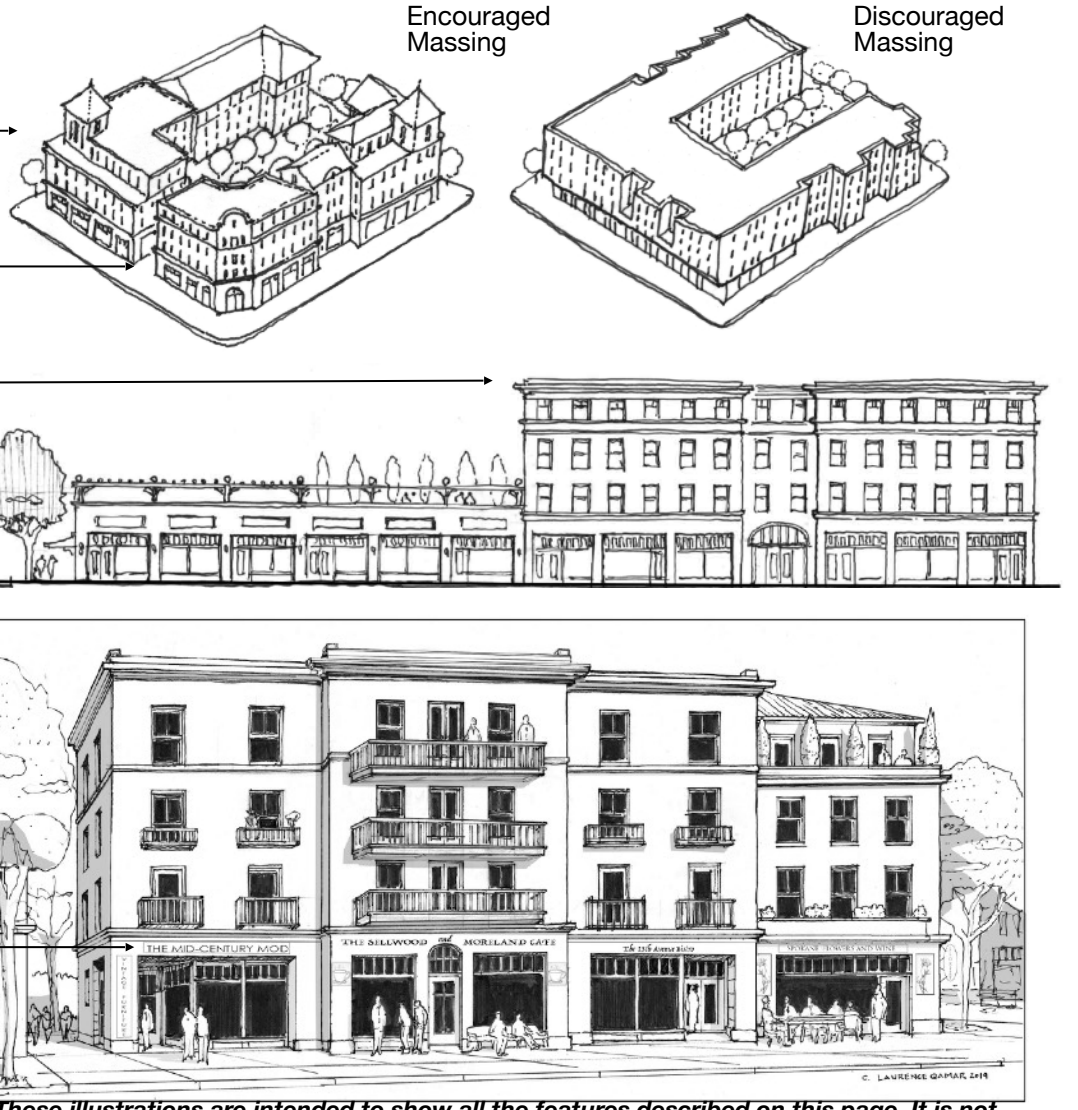


Images above and below demonstrate main street patterns, harmonious design on all sides, and tall vertical inset windows that reflect human scale proportions. (Illustrations by Laurence Qamar) These illustrations are intended to show all the features described on this page. It is not expected that all features would be included in one new development.

SELLWOOD-MORELAND "GUIDELINES AT A GLANCE"

Encouraged Mixed Use Design Patterns + Building Form

- **Building Massing/Building Form**
  Divide large building projects into smaller multiple buildings
- **Create Mid-block Passthroughs, Courtyards + Gathering Spaces**
  where possible
- **Relate to Neighborhood Patterns**
  Minimize appearance of scale contrasts with newer larger buildings through main street base-middle-top, storefront design, etc
- **Materials & Craftsmanship**
  Limit number of materials and use natural materials (brick, stucco, concrete, wood, clapboard)
- **Arches at Entries, Upper Windows & Ground Level**
- **Streetscape Design & Pedestrian Amenities**
  Landscaping, street seats and benches, public art**,** bike racks, tree grates, sidewalk awnings.
- **Pedestrian Oriented Signage**
  Neon and Portland marquee blade signs
- **Facade Lighting**
- **Utilities Screening**



These illustrations are intended to show all the features described on this page. It is not expected that all features would be included in one new development.

A Balance of Diversity & Harmony

DESIGN GUIDELINES:

- **Relate to neighborhood patterns** that draw from those in the district to maintain compatibility and context, while allowing for a diversity of architectural styles and interpretations and maintaining room for innovation. (Refer to pages 6-7 and Architectural Context Patterns, page 8)

- **Encourage a diversity of housing** types, sizes and affordability levels while maintaining consistent human scale, proportion and rhythm.

PURPOSE: Encourage new and old main street buildings to share similar building patterns (e.g. storefronts, base-middle-top, etc.), but not necessarily identical proportions, scale and features, so that new developments can express both their own unique identifies while being in harmony with their neighbors.

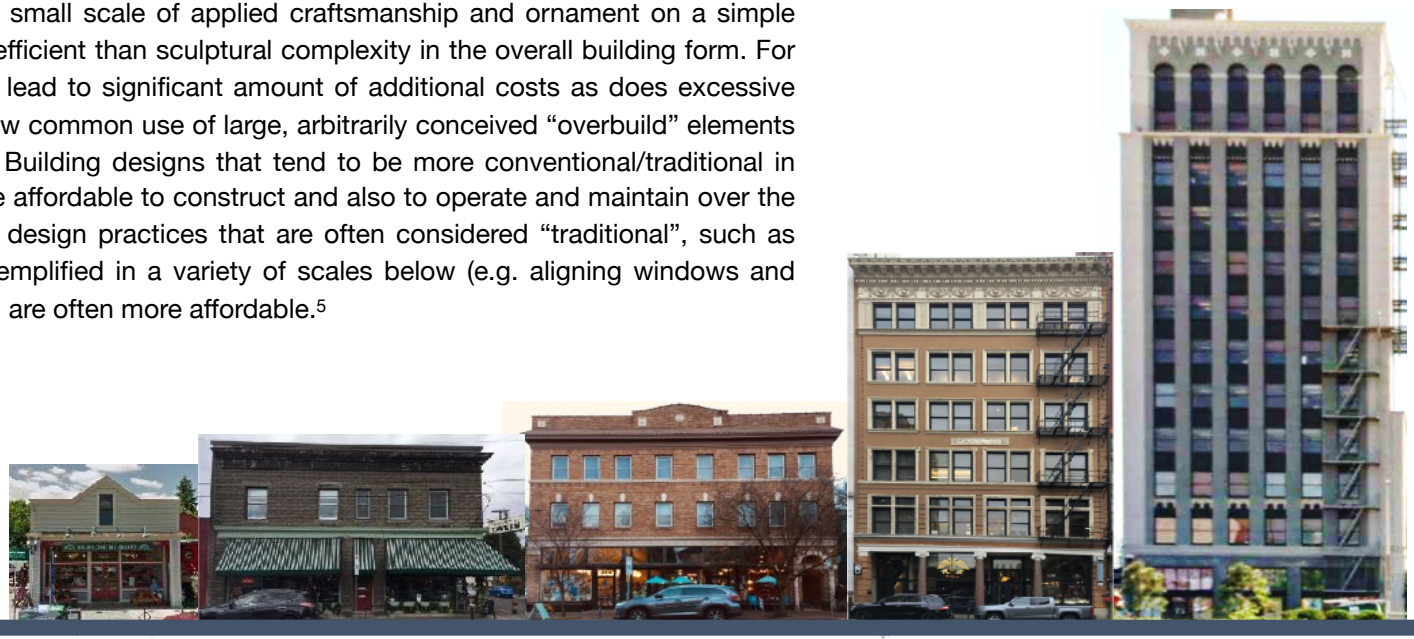
Above: A newer 21st century example on the right side above has main street patterns with a different style still uses architectural design approaches of common features as well relative proportions that foster harmony and diversity. *(Photo by M. Molinaro)* ***Below: A variety of housing types and scales illustrate design features shown on pages 6 and 7 (Illustration by L. Qamar)***

Varied buildings in harmony due to similar proportions + rhythm

Design for Affordability & Context

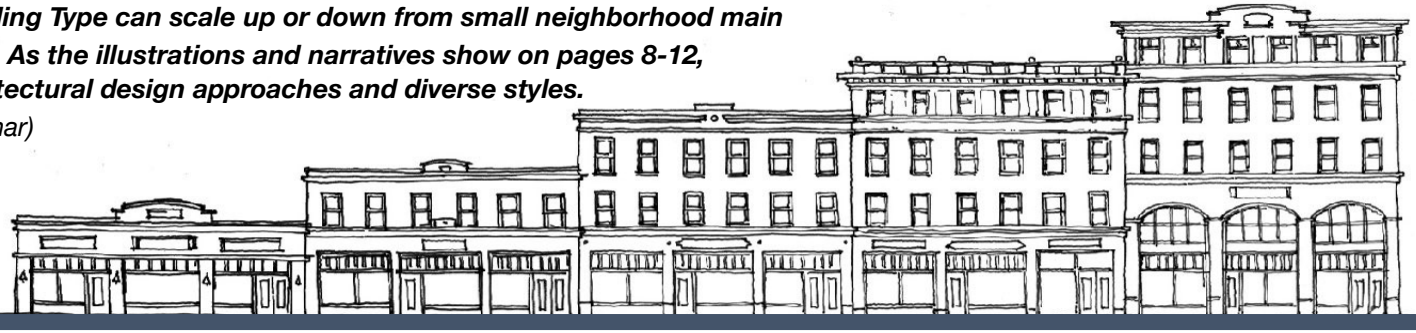
DESIGN GUIDELINE: Use simple and compact building form and massing, stack unit plans and floor plates, align window and door openings within walls, and avoid cantilevering large structural elements.

PURPOSE: Artistry at the small scale of applied craftsmanship and ornament on a simple building form is more cost efficient than sculptural complexity in the overall building form. For example, "large cantilevers lead to significant amount of additional costs as does excessive form articulation and the now common use of large, arbitrarily conceived "overbuild" elements on the building facades."[5] Building designs that tend to be more conventional/traditional in nature are more prone to be affordable to construct and also to operate and maintain over the long term. Common sense design practices that are often considered "traditional", such as those noted above and exemplified in a variety of scales below (e.g. aligning windows and stacking building elements), are often more affordable.[5]



A Universal Mixed-use Building Type can scale up or down from small neighborhood main streets to large city centers. As the illustrations and narratives show on pages 8-12, this can work in many architectural design approaches and diverse styles.

(Illustrations by Laurence Qamar)



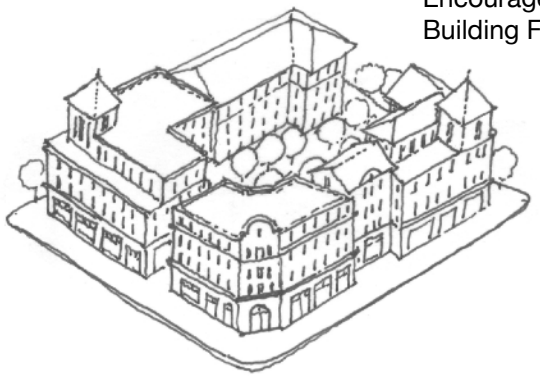
[5] *Excerpts from testimony on the Design Overlay Zoning Amendments (DOZA project) September 2019. Quote from Mike Steffen, Director of Innovation, Walsh Construction.*

Building Form*

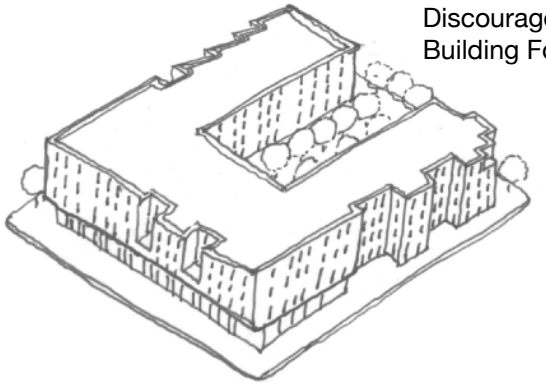
DESIGN GUIDELINE: Divide large building projects into smaller, multiple buildings. When a development is more than 50'-75' in length, it should be designed as multiple buildings to better relate to the district pattern of smaller storefronts.

PURPOSE: Ensure the Building Massing does not dominate the public realm.[6] By dividing larger developments to appear as multiple narrower buildings, new development should fit more harmoniously into the scale of older main streets, even if the new buildings are taller than older buildings. The assembly of smaller buildings is ideally differentiated with varied building elements such as materials, windows, balconies, cornices and rooflines, while at the same time being similar enough to each other.

Encouraged Building Form



Discouraged Building Form



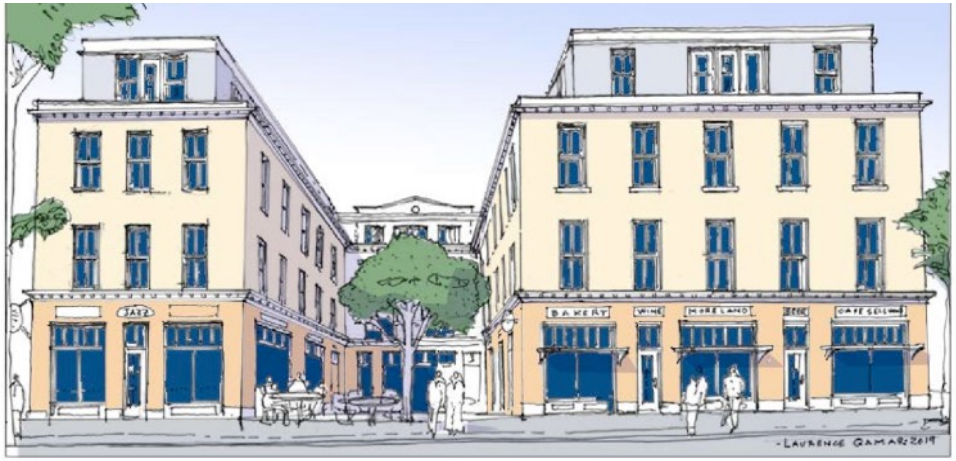
The at bottom left building was designed prior to SMILE's adoption of design guidelines. The sketch-over above illustrates how these new guidelines could have been applied to modestly adjust the design to have a better fit with the main street patterns. This top illustration maintains the same density and relates to smaller lot widths, as well as includes local area features, such as roofline forms, arches, etc. *(Drawings by L. Qamar, photo by M. Molinaro)*

[6] *Source: Adopted design guidelines from Seattle University-District Design Guidelines 2019*

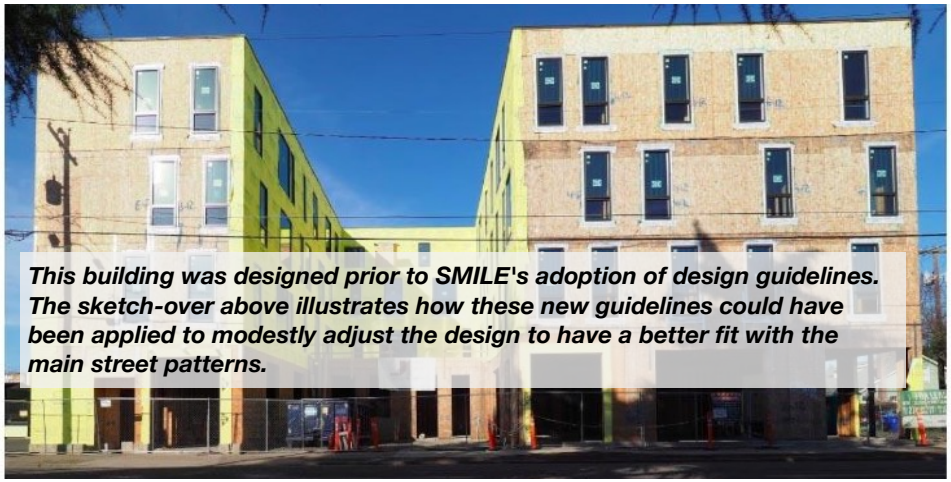
Upper Level Stepbacks*

DESIGN GUIDELINE: Reduce the appearance of scale contrasts between existing, lower-scale buildings and newer, taller structures. When new buildings are four stories or taller, step back the building face at least 5' on the facade of the 4th floor. Alternately, this can be done with sloped roofs and dormers above the 3rd floor.

PURPOSE: By stepping the upper floors back, more sunlight can reach the sidewalks and storefronts, and the building heights loom less over pedestrians.



Examples of upper level stepback alternative approaches (above, below and at left). *(Illustrations by L. Qamar)* ***Image at left highlights how the alignment of openings vertically and horizontally can contribute to a harmonious building design. Horizontal cornices, in building top left and bottom right show stepbacks and storefront patterns as well as articulated to rooflines help minimize scale contrasts as well.***



This building was designed prior to SMILE's adoption of design guidelines. The sketch-over above illustrates how these new guidelines could have been applied to modestly adjust the design to have a better fit with the main street patterns.

Signage*

DESIGN GUIDELINES: Sellwood-Moreland has many neon signs and historic marquee signs such as the Moreland Theater building sign (see illustration #4) that projects upwards from the buildings. The following are encouraged:

- Pedestrian oriented signage that is tailored to those at the street level versus auto oriented signage.
- Blade signs, figurative signs, marquees, neon signs
- Additional signage may be used on doors, windows and awnings, but should be scaled to the building
- Avoid plastic internally-lit signage

PURPOSE: Maintain a local, unique flavor through well-crafted signage.

Signage in items 1-4 show positive, pedestrian-oriented signage examples, #5 shows new construction with good building design but signage that looks less handcrafted and scaled more to autos.

Streetscape Amenities*

DESIGN GUIDELINES: New development projects are strongly encouraged to include streetscape amenities such as the following:

- Landscaping
- Art and water features (integrate stormwater when possible)
- Bike racks
- Seating
- Gathering spaces & courtyards
- Alleys & mid-block pass-throughs
- Artful and functional bicycle racks
- Trash, recycling
- Informational kiosks

PURPOSE: Encourage opportunities for new amenities that help create district cohesion and streetscape vibrancy for all residents and visitors as Sellwood-Moreland grows.

Encouraged Main Street Design Patterns

(See the PDX Main Streets Guidelines for more detail)

BUILDING FORM

Bottom, Middle, Top

Balconies, Bumpouts & Bays

Corner Treatments, Chamfers + Towers

Stepdowns + Stepbacks

Distinct Building Segments

Rythm of Rececessed Entries

MAIN STREET FACADES

Articulated Rooflines and Cornices

Clerestory Windows

Raised Sills

Large Storefront Windows

Repeating Pattern of Windows

Blank Wall Treatments

PEDESTRIAN AMENITIES

Interactive Art + Water Features

Facade + Amenity Lighting

Awnings

Public Seating

Pedestrian Passthroughs, Plazas & Courtyards

Landscaping (Bigger trees for bigger buildings, green walls, planters)

Examples of similarly shaped Historic apartment buildings

ctrabucco46@comcast.net Feb 7, 2021, 11:01 PM

to me, ctrabucco46

Rosemary,

Attached are two examples of historic apartment Buildings with a similar configuration as the proposed. Refer to our narrative for the description where we said:

> **The buildings' exterior design character is reminiscent of historic mixed-use residential, industrial and retail buildings in the neighborhood, the city and the surrounding region. It is modeled after historic precedents in which buildings were typically simple rectangular geometries (often ranging from 1 to 5 stories). Variation in the facades were achieved most often with limited additions of architectural elements such as balconies, bay windows, cornices, and uniformly proportioned/scaled windows. The windows in these buildings are tall and narrow, much like historic window proportions throughout Astoria. They are evenly spaced and rhythmic. Recessed windows emphasize shadows and depth in the facade.**
>
> **Buildings typically were constructed of one unifying material such as masonry, wood, and metal, along with a second minor material used in trim, cornices, and balconies. If major material changes were used, typically the heaver material (masonry) formed the base of the building with lighter materials (wood) above. Materials were structural (not exterior veneers) as they were load-bearing exterior walls. Banding of cornice lines between each floor and at the parapet defined and gave visual layering of the building stories.**
>
> **These Portway Station buildings are made of Corten steel as they are shipping containers. Colors are painted onto the steel. We are using a rich deep-red reminiscent of the other red industrial buildings in the district. Additionally, a trim color of an off-white is used for accent.**
>
> **The composition of the building with its tall narrow windows and multi-story balconies is modeled after buildings in the region, such as the historic residential buildings at Fort Columbia and Fort Vancouver (See attached examples) .**
>
> **Chester Trabucco**
> **425-922-4636**

2 Attachments

CITY OF ASTORIA

Founded 1811 ● Incorporated 1856

1095 Duane Street • Astoria, OR 97103 • Phone 503-338-5183 • www.astoria.or.us • comdevadmin@astoria.or.us

NOTICE OF PUBLIC HEARING

YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA

Due to the COVID-19 Pandemic, public hearings will be conducted in the City Council Chambers with a limited seating arrangement. Masks are required. To adhere to the social distancing recommendation, you may also participate in the public hearing remotely. Go to https://www.astoria.or.us/LIVE_STREAM.aspx for connection options and instructions (included on page 2 of this notice as well). You may also use a telephone to listen in and provide public testimony. At the start of the meeting, call (253) 215-8782 and when prompted enter meeting ID# 503 325 5821.

The City of Astoria's Historic Landmarks Commission will hold a public hearing on **Tuesday, March 16, 2021 at 5:30 p.m.** in the Astoria City Hall, Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Exterior Alteration Request (EX21-02) by Adrienne Fabrique for Lamont Hornbeck to replace all existing wood windows with composite material, reconfigure one east side window from 2/2 to 1/1 window, reconfigure one west side window to fixed and sliding window, and reconfigure rear first floor windows from 4/4 to 1/1 windows at 1229 Franklin Avenue (Map T8N R9W Section 8CD, Tax Lots 2701 & 2702; Lots 1 and west 16' Lot 2, Block 68, McClure) in the C-4 (Central Commercial) Zone. The site is designated historic in the Shively-McClure National Register District. Development Code Sections 2.425 to 2.445 (C-4), Articles 6 and 9, and Comprehensive Plan Sections CP.005 to CP.028 (General Provisions), CP.050 to CP.055 (Central Residential), CP.240 to CP.255 (Historic Preservation), are applicable to this request.

2. New Construction Request (NC21-01) by Portway Station LLC / Chester Trabucco to construct one building at 432 West Marine Drive (Map T8N R9W Section 7CC, Tax Lot 3500; Lots 34, 35, 36, Block B, Taylor) and one building at 65 Portway (Map T8N R9W Section 7CC, Tax Lot 1600; Lot 1, Block B, Taylor) in the C-3 Zone (General Commercial) and the Uniontown Overlay Zone (UTO). The structure will be adjacent to structures designated as historic in the Uniontown-Alameda National Register Historic District. Development Code Standards in Sections 2.385 to 2.415 (C-3 Zone), 14.145 to 14.163 (UTO), Articles 6 (Historic Properties), 9 (Administrative Procedures), Comprehensive Plan Sections CP.005 to CP.028 (General Policies), CP.030 to CP.035 (West End Area), CP.077 to CP.078 (Uniontown Overlay Area), CP.240 to CP.255 (Historic Preservation), CP.215 to CP.230 (Housing) are applicable to the request. Additional review by the Design Review Commission will occur at a future date.

A copy of the application, all documents and evidence relied upon by the applicant, the staff report (published seven days prior to the hearing), and applicable criteria, are available for inspection at no cost and will be provided at reasonable cost. All such documents and information are available by contacting the Community Development Department by mail at 1095 Duane Street, Astoria, OR 97103, by email at comdevadmin@astoria.or.us or by phone at (503) 338-5183.

The location of the hearing is accessible to the handicapped. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting the Community Development Department 48 hours prior to the meeting at (503) 338-5183.

All interested persons are invited to express their opinion for or against the request(s) at the hearing, or by letter addressed to the Historic Landmarks Commission, 1095 Duane St., Astoria OR 97103. Email transmissions may be sent to comdevadmin@astoria.or.us Testimony and evidence must be directed toward the applicable criteria identified above or other criteria of the Comprehensive Plan or land use regulation which you believe apply to the decision. Failure to raise an issue with sufficient specificity to afford the Historic Landmarks Commission and the parties an opportunity to respond to the issue precludes an appeal based on that issue.

The Historic Landmarks Commission's ruling may be appealed to the City Council by the applicant, a party to the hearing, or by a party who responded in writing, by filing a Notice of Appeal within 15 days after the Historic Landmarks Commission's decision is mailed. Appellants should contact the Community Development Department concerning specific procedures for filing an appeal with the City. If an appeal is not filed with the City within the 15-day period, the decision of the Historic Landmarks Commission shall be final.

The public hearing, as conducted by the Historic Landmarks Commission, will include a review of the application and presentation of the staff report, opportunity for presentations by the applicant and those in favor of the request, those in opposition to the request, and deliberation and decision by the Historic Landmarks Commission. The Historic Landmarks Commission reserves the right to modify the proposal or to continue the hearing to another date and time. If the hearing is continued, no further public notice will be provided.

THE CITY OF ASTORIA MAIL: February 19, 2021

Tiffany Taylor
Administrative Assistant

Connection options and instructions to participate remotely in the public hearing.

Due to the COVID-19 Pandemic, public meetings will be conducted in the City Council Chambers with a limited seating arrangement. Masks are required. To adhere to the social distancing recommendation, you may also fully participate in the meeting remotely using the connection options listed below:

ONLINE MEETING ZOOM

At start of our Public Meetings you will be able to join our online ZOOM meeting using your **mobile or desktop device** and watch the live video presentation and provide public testimony.

Step #1: Use this link: **https://www.astoria.or.us/zoom/**
Step #2: Install the Zoom software on your mobile device, or join in a web browser
Step #3: If prompted, enter the Meeting ID number: 503 325 5821

Note: Your device will automatically be muted when you enter the online meeting. At the time of public testimony, when prompted you may choose to select the option within the ZOOM software to "raise your hand" and notify staff of your desire to testify. Your device will then be un-muted by the Host and you will be called upon, based on the name you entered within the screen when you logged in.

TELECONFERENCE ZOOM

At start of our Public Meetings you will be able to **dial-in using your telephone** to listen and provide public testimony.

Step #1: Call this number: **253-215-8782**
Step #2: When prompted, enter the Meeting ID number: 503 325 5821

*Note: Your phone will automatically be muted when you enter the conference call. At the time of public testimony, when prompted, you may dial *9 to "raise your hand" and notify staff of your desire to testify. Your phone will then be un-muted by the Host and you will be called upon based on your phone number used to dial-in.*

AUDIO-ONLY LIVESTREAM

At start of our Public Meetings you will be able to access the Audio only to listen to the meeting.

Step #1: Use this link to access the online audio: **http://audio.coao.us**