



CITY OF ASTORIA

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MEMORANDUM • CITY MANAGER

DATE: DECEMBER 11, 2018

TO: MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: SUPPLEMENTAL REPORT: ADDITIONAL MATERIALS FOR APPEAL 18-05 BY MARK HOLLANDER OF HOLLANDER HOSPITALITY OF THE DESIGN REVIEW COMMITTEE'S DECISION TO DENY THE REQUEST DR18-01R TO CONSTRUCT A FOUR STORY HOTEL AT 1 2ND STREET IN THE C-3 ZONE (GENERAL COMMERCIAL), BRIDGE VISTA OVERLAY ZONE (BVO), FLOOD HAZARD OVERLAY (FHO), AND CRESO ZONE

DISCUSSION/ANALYSIS

On Wednesday, December 5, 2018 the packet was posted for Appeal 18-05 by Mark Hollander of Hollander Hospitality of the Design Review Committee's decision to deny the request DR18-01R to construct a four story hotel at 1 2nd Street in the C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone. Since that posting additional testimony has been submitted by the public and a PowerPoint presentation.

Supplemental materials are attached:

- PowerPoint Presentation presented at the City Council Meeting on August 23, 2018 which was inadvertently not included in the initial record.
- Additional Testimony from:
 - Glen Boring, December 11, 2018;
 - George Hague, December 11, 2018;
 - Jan Faber, December 10, 2018;
 - Sylvia Walsh Perkins, December 9, 2018;
 - George Hague, December 7, 2018;
 - Jan Faber, December 10, 2018;
 - Dick Darby, November 15, 2018

Appeal 18-03 & 18-04

- **Appellants:** Sam Mullen on behalf of Hollander Hospitality
- **Original Applications:** DR18-01 and NC18-01
- **Proposal:** 4 story hotel
- **Location:** 1 2nd Street
- **Required review**
 - DRC: Bridge Vista Overlay (Riverfront Vision)
 - HLC: Historic Review (New Construction adjacent to historic landmark(s))

Timeline for Appeal Process



Proposal Location Criteria Details Recommendation



- Four story commercial building
- 29,782 square feet
- Outright permitted use in C-3 zone
- Stephanie's Cabin not included in proposal

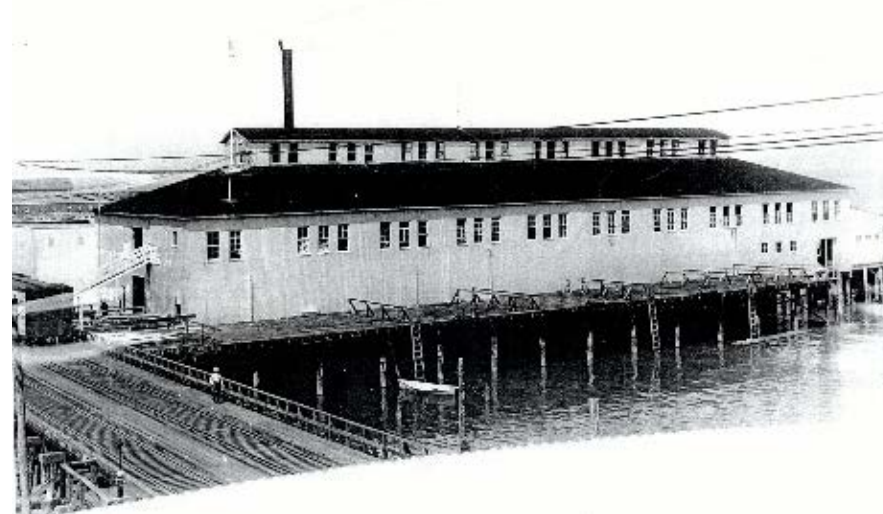


Proposal Location Criteria Details Recommendation



DRC:

- Bridge Vista Overlay area of the Riverfront Vision Plan



HLC:

- What triggers historic review
- Defining historic “structure”

Proposal Location Criteria Details Recommendation

DRC Criteria

New Construction/Major Renovation within BVO

On-land development standards: height, stepbacks, setbacks

Gross Floor Area

“Non industrial” design standards: windows, siding, awnings, lighting, signage, landscaping, parking

Building orientation

Building form

Other-outbuildings

Comprehensive Plan sections on any land use permit is needed to maintain compliance. Specific to this application/area:

- General Comp Plan Goals
- Historic Preservation
- Riverfront Vision Overlay
- Columbia River Estuary Land/Water use
- Economic Development

Proposal Location Criteria Details Recommendation

A. The design of the proposed structure is compatible with the design of adjacent historic structures: **Scale, Style, Height, Architectural detail, Materials**

B. 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**.

HLC Criteria for New Construction

Comprehensive Plan sections on any land use permit is needed to maintain compliance. Specific to this application/area:

- General Comp Plan Goals
- Historic Preservation
- Riverfront Vision Overlay
- Columbia River Estuary Land/Water use
- Economic Development

Proposal Location Criteria Details Recommendation

DRC determined the proposal did not meet criteria noting the following concerns:

- Height
- Windows, siding, awnings
- Building form
- Compliance with the Comp Plan

HLC determined the proposal did not meet criteria noting the following concerns:

- Design
- Style
- Scale
- Height
- Compliance with the Comp Plan
- Architectural Details
- Materials
- Location
- Orientation

Proposal Denied by DRC & HLC

6-25-18 proposal



Appellant Identified Items as Grounds for Appeal	Code Clarification
DRC <ol style="list-style-type: none">1. Applicability of the Riverfront Vision Plan and Articles 2, 3, 7, 8 and the Comprehensive Plan2. Design standards for on-land development3. Guidelines for scale and massing4. Design standards for windows, awnings, windows, roof, siding/wall treatments5. Guidelines for additions to buildings	<ul style="list-style-type: none">• DRC determined height of tower did not meet height exception• <i>“Buildings should retain original characteristics of scale, massing, materials along street facades”</i>• <i>“Additions to buildings should not deform or adversely affect the composition of the façade, or be out of scale with the building”</i>• DRC noted specific design issues where the applicant failed to provide proof on how the design met criteria such as incorporating an appropriate awnings and window designs
HLC <ol style="list-style-type: none">1. Appropriateness for review by HLC2. Applicability of adjacent “structures”3. Applicability of the Comp Plan	<ul style="list-style-type: none">• 6.070(B)1 Design compatibility; scale, style, height, detailing, materials• 6.070(B) 2-location and orientation; setbacks, siting, entrances• Articles 2 &3 landscaping, height exceptions• CP.005 <i>“All city ordinances, policies and actions must be consistent with the Comprehensive Plan”</i>

Suggested Options : 120 day waiver is on file through 8/29/18

Deny
Appeal

Upholds the DRC/HLC decision, & denies the proposal

Optional: edit original findings

Continue
hearing

Continue public hearing & permit to a meeting & TBD for review by Council

requires 120 day waiver

Optional: direct applicant for additional info

Approve
Appeal

Reverses the DRC/HLC decision, & approves the proposal

requires 120 day waiver

Adopt new findings at future meeting

Remand

Send back for review by HLC & DRC to review new materials

requires 120 day waiver

Optional: direct applicant for additional info

Jennifer Benoit

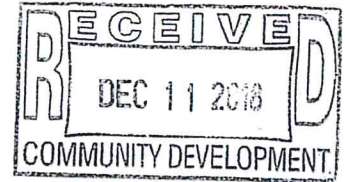
From: CenturyLink Customer <jali53@q.com>
Sent: Tuesday, December 11, 2018 2:43 PM
To: Jennifer Benoit
Subject: Fairfield

I am against the 4 story conglomeration that will affect what i see out the window or from my porch daily as long as i reside there. It will definitely depreciate my home value considering major loss of aesthetic views from my property. They should go all the way with a two story maximum and build piers out over the water while conserving the historic boiler area, as well as the view for all in the area affected. they sure could afford and rent out such spaces. why not include some retail opportunities. Out away from (perpendicular to) the Riverwalk would be a more historically architectural scheme, rather than parallel to it. Like some of the canneries.

Sincerely,
Jim Licht
155 Bond ST.,
Astoria, OR 97103-4315



Glen & Karen Boring
1 3rd St. Unit 203
Astoria, OR 97103
503-468-0674
glenbor@charter.net



December 11, 2018

Astoria City Council
1095 Duane St.
Astoria, OR 97103

Dear Council Member,

In regard to the appeal of the denial of the proposed Fairfield Hotel which you will be dealing with at your December 12, 2018 meeting, please note that this "new" proposal would never have seen the light of day had it not been for the resolute response of Astorians and the denial of the HLC and DRC. It certainly should be obvious that the primary driving force of the developer is profitability—not the good of Astoria and Astorians. Otherwise, the developer would have come up with a proposal that took seriously the concerns of the overwhelming majority of the Astorians at the initial Town Hall meeting—let alone subsequent hearings. If allowed, the developer will build a building, leave, and collect the profits while Astoria and Astorians will be left to deal with the consequences. We should do our very best to anticipate those consequences and plan for the mitigation of the consequences before approving any proposal for development.

If a hotel is ultimately approved, it should not include precedent-setting balconies facing the Riverwalk. I admit that I have a personal interest in this issue because I live in a west-facing condo in Columbia House and am very much concerned with the privacy issues such balconies would pose. I am also concerned with the fundamental change to the nature of the Riverwalk such balconies pose and the fact that allowing the developer to include them here makes it that much more difficult to exclude them in later development.

Another issue that should be addressed before any approval is granted is that of sufficient on-site parking for both guests and staff that reserves parking space for any future repurposing of Stephanie Cabin. In fact, parking issues ought to be dealt with before any development is allowed in the waterfront area. The fact that adequate parking is needed for any development also indicates that attention must be given early to the impact that development brings to already difficult traffic concerns, especially in the tourist season.

I want to thank you for the time and effort you devote to the service of Astoria and for the opportunity to share these concerns with you.

Sincerely

Glen R. Boring

DEC 11 2018

BUILDING CODES

Tiffany Taylor

From: George Hague <gbhague@gmail.com>
Sent: Tuesday, December 11, 2018 11:23 AM
To: Tiffany Taylor
Cc: Jennifer Benoit; Brett Estes; Nancy Ferber
Subject: Fairfield Hotel thoughts to read prior to voting on Wednesday

Good afternoon/evening Council member,

My last email mentioned a compromise to reduce the hotel from four stories and 48 feet to one that is three stories without balconies facing the Riverwalk. I do not want you to think this would be just a compromise by the developer. **It would also be a compromise by many of those who are expressing sincere concerns about this project and who would prefer only two stories — including myself.**

I realize you will probably focus on two main areas this Wednesday, but I hope you will let people express their concerns during the meeting without cutting them off because they have strayed from “on the record” concerns.

The following points are ones I have mentioned at various times, but not to the City Council. They will have more value if you decide to have a “de novo” public hearing.

Standard parking spaces are suppose to be 20 feet in length, but most of these are 17.5 feet because they are allowed 2.5 feet to overhang into the planters — hot radiators over very sad and eventually dead vegetation. They therefore will not in reality meet their required landscape percentage with vegetation.

Suggested design upgrades on 2nd Street should be required. When the Ship Inn was open cars lined up behind a car waiting to make a left turn onto Marine Drive when all they wanted was a much easier right turn. The single lane at the intersection must be changed to include a turn pocket —either left or right.

The Bridge Vista Land Use and Development Objectives shows that this area should “Enhance Highway 30 right-of-way” (Page 39 Bridge Vista Plan). I do not see how this is even on their radar for now or in the future. They are currently planning to use all the area around Stephanie’s Cabin for either parking or vehicle right away for the proposed hotel. The future of our City partially relies on making Highway 30 a good route and this section of the road needs to have the fullest right-of-way possible. The City needs to require and acquire this from the project for future use.

Their June proposal had a narrative on page 3 that allows them to be an “eating and drinking establishment”. I could not find that in this proposal, but they do mention allowing

"associated uses". The large breakfast bar area could easily be turned into a lunch and/or dinner facility later in the day. The the size of the food preparation/kitchen area and the many eating places leads one to believe they will be back for a restaurant permit. They have great views and a patio/terrace area that can hold more tables than is shown. They cannot do that at this time because they are parking challenged. They did buy the Ship Inn's recipes and I am sure they hope to use them.

I also could not find a picture they used last time that showed the 76 gasoline station as seen from the entrance of the hotel. If you visit the site you will see a large propane tank, large garbage bin and large recycling bin on the station site very close to the hotel's property line. Nothing is being done to hide them with vegetation of sufficient height/width or anything else. Some effort needs to be required — other than a few parked cars.

The Daily Astorian article found below my name reads "the height of the building includes digging down 3 feet into the site, as far as the company could go". This digging into the site brings up a question. Chevron is comfortable leaving the parking lot east of 2nd Street capped with asphalt to prevent disturbance of the toxic material underneath. As I walk the Riverwalk I continue to see people testing the oil/toxic plumes because they have a history of moving west and towards the River. Who has done their due diligence to make sure there is no oil/toxic plume below any part of the proposed site or moving in that direction which is just across 2nd Street from the property for which Chevron is **responsible**? I think this would be quite important no matter what, but especially if they are going to dig "down 3 feet" to implement their building design. **The City must question a hotel design** that needs to do this, because Chevron's plan is to just leave the parking lot capped to protect us from the toxicity underneath. Chevron is currently cleaning up "hotspots" along the trolley tracks and next year in the river under the ballast north of the capped parking lot.

With taller and taller buildings in Astoria the City needs written solid waste/recycle guidelines such as the following: <https://www.sanjoseca.gov/DocumentCenter/Home/View/437>. **There needs to be an opening so a person can access the bins without opening the doors which garbage trucks must use.** This usually keeps those doors closed until they are needed by the trash company. Too often they are left partially open to allow people access.

Is the building required to be prewired for solar? Is the roof structure being required to be able to hold the maximum number of solar arrays? How many parking spaces will be required to be able to charge electric cars?

There is also another hotel proposal being mentioned in the Daily Astorian. One of the concerns mentioned more than once has been Astoria's need to upgrade its sewer treatment plant. It appears a fix may allow us to continue with the current facility for awhile, but we need to begin acknowledging each time when we approve a project which shortens its life span. The size of this hotel project is part of that determination. **As we continue to add more hotels which usually have Saturday nights as their busiest we need to know what can our sewer treatment plant handle when all our hotel rooms are fully booked at the same time.** Are we limiting our ability to provide more needed homes in the future because we have too many booked rooms? I have heard more than once that a new sewer treatment plant could cost us \$30 million to \$40 million. We cannot just keep approving projects without knowing how much it is reducing the life of our sewer plant when the projects are at their maximum capacity. Documents before decision makers need to address a project's cumulative, direct/indirect and growth inducing impacts. **The City Council should also know if projects like this one are being charged extra for the future \$40,000,000 sewer plant.** Other Cities do this, but I am not sure Astoria charges a significant amount for new projects to meet future major infrastructure needs. If not, please initiate this important fee as soon as possible.

Another way of thinking about their bogus step back. The second floor is 8,437 sq ft and the "step back" third/fourth floors are 7,889 sq ft for a difference of only 548 sq feet. The building is about 160 feet long. If there was truly a 10 foot set back, then there would be $10' \times 160' = 1,600$ sq foot difference between the two floors. The covered parking area is not being counted as part of the total square footage allowed and also should not be thought of in terms of any step back. The end wings on the second floor do not step back six feet from the first and are designed to allow for their bogus step back. What is the north facing front plane of the building?

If you have time to read the public comments at the DRC meetings and public comments submitted to the DRC, I encourage you to do as much as you life permits.

Sincerely,

George (Mick) Hague

P.S. On November 13th I shared with you the public comments submitted on the Urban Core Plan as part of the City's September 13th public meeting. They are worth remembering or revisiting at this time.

Proposed hotel gets lukewarm welcome

Issues raised about design, exterior, size

By **EDWARD STRATTON**

The Daily Astorian

Hollander Investments received a mostly cold shoulder, but also thanks for providing a chance for public input at a forum Monday on a Fairfield Inn and Suites the company has proposed next to The Ship Inn on the Astoria waterfront.

The company, based in Bellingham, Washington, has built and operates properties in Puyallup, Everett, Tacoma, Seattle and Portland. It bought the properties formerly occupied by The Ship Inn and Stephanie's Cabin restaurants over the past couple of years.

It recently submitted plans for a fourstory, 66-room hotel, repurposing The Ship Inn building as a lobby, kitchen and part of a dining area.

Atten dees filled half of The Loft at the Red Building meeting hall. Many took issue with the style and boxy design of the nearly 45-foot-tall hotel and how it would block views of the Columbia River and Astoria Bridge. Several hoteliers and business owners in tourist-related industries voiced support.

The Bridge Vista portion of the city's Riverfront Vision Plan limits shoreline development to 35 feet, or 45 feet with **See HOTEL, Page 3A**

Continued from Page 1A

setbacks, to help protect views. The hotel would include balconies on the middle two floors, with the top floor set back without decks. The building is also slightly smaller than the 30,000-square-foot limit allowed in the zone.

"I'm not going to tell you that at certain points along Marine Drive that this building would not block your views," said Michelle Black, an architect on the project. "Certainly, as you progress down, you will have more and less of a view ... regardless of what building is blocking your view."

The height of the building includes **digging down 3 feet** in to the site, as far as the company could go, said Sam Mullen, an asset and development manager for Hollander Investments.

Some people also took issue with the exterior of the hotel — which would include synthetic wood siding, corrugated metal, rust coloring and other aesthetic nods to nearby buildings — calling it out of character with the surrounding city and the site.

The boiler in front of the proposed hotel, from the former White Star cannery, was designated a historical landmark in 2015 by the city's Historic Landmarks Commission, along with surrounding pilings and ballast rock. As opposed to historic districts with prescribed looks for homes, The Ship Inn site requires interpreting the look of several disparate elements, Mullen said.

"In some ways, it's kind of like, 'take your best shot,'" he said.

The historic criteria for the area is more broad than prescriptive, and the building design tries to pull colors and elements from the surrounding site, rather than mimicking an old cannery building, Black said.

"We were really trying to go for a more modern take, using elements and materials — metal railing, rust-colored siding — things that would not detract from the site," she said.

The proposed hotel must go through the Astoria Design Review Committee and the Historic Landmarks Commission. The hope is those public meetings will come in March or April, Mullen said, adding his company is open to another public vetting of the hotel similar to Monday's meeting.

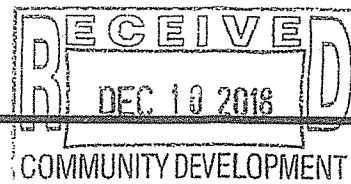
"We want you to like the building," Mullen said.

The hotel would employ 25 people full time and up to 35 seasonally, Mullen said. Asked about the challenge of housing for employees, he said the hope is that aside from five or six managerial positions, many of the workers would be local youths starting out in their first job.

Hollander Investments, which had originally competed for the operation of the Astoria Riverwalk Inn, has also leased a strip of land from the Port of Astoria near Maritime Memorial Park. Near the end of the meeting, Mullen was asked about a rumor that his company wants to develop five Marriotts in the region. Part of the reason for the outreach to the community was to dispel such misinformation, he said.

"We don't even know how successful we're going to be on this first one, just from a city standpoint," Mullen said. "We truly don't. That's why I told Marriott today, 'I'll tell you when I know stuff.' We want to deliver a good product. We want to do a good job. We would love to develop a second hotel at some point, but we're not even remotely close to planning anything because, we just don't know."

Tiffany Taylor



From: Brett Estes
Sent: Monday, December 10, 2018 8:10 AM
To: Tiffany Taylor; Nancy Ferber; Rosemary Johnson; Jennifer Benoit
Subject: Fwd: Appeal by Fairfield Hotel
Attachments: Astoria City Council re design review pdf.pdf; ATT00001.htm; Development Code.pdf; ATT00002.htm

From: jansea2 <jansea2@gmail.com>
Date: December 10, 2018 at 7:50:27 AM PST
To: Arline LaMear - Mayor <alamear@astoria.or.us>, Brett Estes - City Manager <bestes@astoria.or.us>, Bruce Jones - Councilor <bjones@astoria.or.us>, Cindy Price - Councilor <cprice@astoria.or.us>, Tom Brownson - Councilor <tbrownson@astoria.or.us>, "Zetty Nemlowill, City Councilor" <znemlowill@astoria.or.us>
Subject: Appeal by Fairfield Hotel

Dec. 10, 2018

Dear City Council,

I am again urging you to hire an outside attorney to represent the decision of the Design Review Committee in this appeal.

As you may recall, I wrote earlier after attending the DRC meeting where the City Attorney actually supplied the developer with the argument he could use against the City.

Below is the email I sent in October, along with the attached Letter to the City Council, and the relevant Code sections.

I think it will be difficult for the City Council to consider this appeal without a true legal advocate.

Thank you for your consideration,

Jan Faber
3015 Harrison Ave
Astoria, OR 97103
jansea2@gmail.com

3015 Harrison
Astoria, Oregon

Jan H. Faber

(503) 325-8780

October 26, 2018

Astoria City Council
Via email

Re: Design Review Needs an Independent Lawyer

Dear City Council:

I feel that the City is not being well served by legal counsel when it comes to matters of proposed development review.

Lawyers should serve not only as advisors, but also as advocates. If something is clearly unlawful, then advice to that effect is appropriate. But when something is subject to various interpretations, then the lawyer should serve as advocate for the City's desired position.

I have watched with some dismay as the City and various agencies have been undercut by positions taken by the present city attorney. Most alarming was what occurred at the last public Design Review hearing concerning the proposed Fairfield Hotel.

As it had in its review of the previous design, the Design Review Committee was again disturbed by the mass and scale of the proposal. And again, the Committee voted to deny the application on that basis.

But the process was almost completely derailed when the City Attorney opined that the criteria of "mass and scale" could not be applied to new construction. This went against the position taken both by the City Staff, and the Design Review Committee.

What did the City Attorney say was his reason for his position? He cited the use of the term "retain" in Section 14.115 B. 2. In doing so, he completely ignored the provision of 14.115 A which specifies that "The following design standards and guidelines apply to all NEW CONSTRUCTION (emphasis added) or major renovation...."

Perhaps some developer's hired attorney might come up with that "retain" argument, but they never did because it's not valid. However, they didn't need to since the City's own attorney put forth that argument for them.

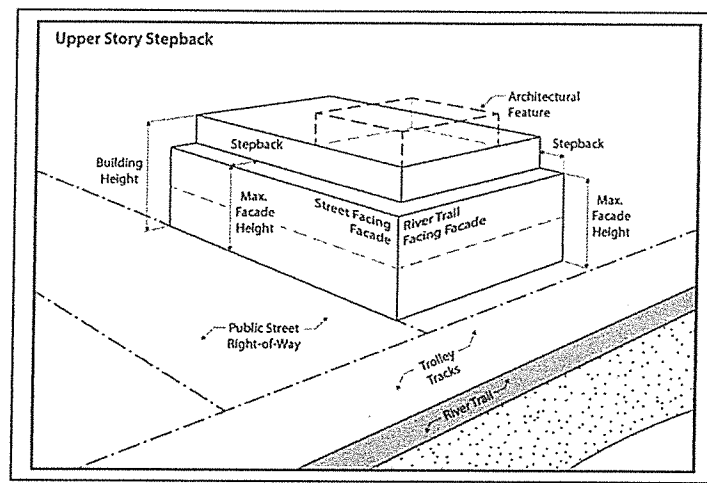
I hope you consider this as this matter proceeds.

Very truly yours,



Jan H. Faber
Attachment – excerpt of Development Code Section 14.115

Figure 14.113-1: Building Stepbacks



D. Size.

The gross floor area of on-land commercial uses in the Bridge Vista Overlay Zone shall be a maximum of 30,000 square feet.

(Section 14.113 added by Ord 15-03, 6-15-15)

14.115. DESIGN STANDARDS AND GUIDELINES

A. Applicability and Review.

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 Bridge Vista Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.095 to 14.125.

Some of the following design standards and guidelines apply to all uses. Other standards and guidelines are differentiated by non-industrial uses and industrial uses. For the purposes of these Sections, industrial uses include the following as further defined in Section 1.400 of the Development Code:

1. Water-dependent or water-related commercial or industrial use.
2. Communication facility.
3. Communication service establishment.
4. Utility.
5. Cold storage and/or ice-processing facility independent of seafood processing facility.

City of Astoria
Development Code

BVO 14.115

6. Water-dependent facilities including terminals and transfer facilities.
7. Seafood receiving and processing.
8. Ship and boat building and repair.
9. Aquaculture and water-dependent portions of aquaculture facility.
10. Wholesale trade, warehouse, and/or distribution establishment (including trucking terminal).
11. Research and development laboratory.
12. Wood processing.
13. Manufacturing.
14. Light manufacturing.
15. Petroleum receiving, dispensing and storage for marine use.
16. Transportation services

Non-industrial uses include all other uses that are allowed outright or conditionally in the S-2, A-1, A-2, A-2A, and C-3 zones in the Bridge Vista Overlay Zone.

B. Building Style and Form.

1. Standards for All Uses.

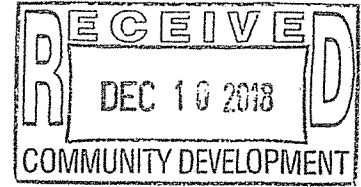
Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.

2. Guidelines for All Uses.

- a. Buildings should retain significant original characteristics of scale, massing, and building material along street facades.
- b. Additions to buildings should not deform or adversely affect the composition of the facade or be out of scale with the building.
- c. Distinctive stylistic features or examples of skilled craftsmanship should be treated with sensitivity. All buildings should be respected and recognized as products of their time.
- d. Mid-century "slip covers" should be removed when possible.
- e. Solid waste disposal, outdoor storage, and utility and mechanical equipment should be enclosed and screened from view (Figure 14.115-1). Rooftop equipment should be screened from view by a parapet wall,

Tiffany Taylor

From: Sylvia Perkins <sperkins309@outlook.com>
Sent: Sunday, December 9, 2018 7:28 PM
To: Tiffany Taylor
Subject: Core Document



I am writing to urge you to support the interpretation of the city staff regarding regulations concerning new construction in Astoria. It is important that we maintain the historical character of this city and its accessibility to all citizens along the Riverwalk by not approving large constructions that do not conform to city code. The Fairfield proposal in particular does not conform to city code nor include a parking plan. It should therefore be rejected by the City Council.

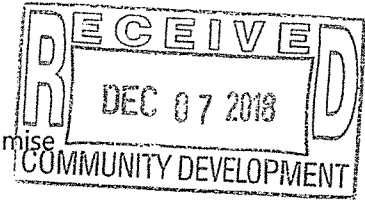
Sylvia Walsh Perkins
1 Third Street
Unit 309
Astoria, OR 97103
sperkins309@outlook.com
386-747-5823



Virus-free. www.avast.com

Tiffany Taylor

From: George Hague <gbhague@gmail.com>
Sent: Friday, December 7, 2018 4:04 PM
To: Tiffany Taylor
Cc: Jennifer Benoit; Brett Estes; Nancy Ferber
Subject: Fairfield Hotel & DRC Commissioner Brady's compromise



You may access the 6:30 pm Wed Dec 12th City Council Hotel Fairfield agenda packet on the City's website:http://www.astoria.or.us/assets/dept_2/agendas/CC%20SS%20Agenda%2012122018%20packet%202.pdf

Good afternoon/evening Council member,

Re: Fairfield Hotel and DRC Commissioner Brady's compromise.

The link found above has many pages, but it is **mainly pages 1 through 8** that has very important information from what staff believes which I hope you will support. There are also emails/letters from the public on pages 45-55 which I hope you will take the time to read.

The Fairfield Hotel is much closer to 48 feet in height than the 45 foot "limit". This is because of its pitch roof which our City allows the height to be measured as the average of the height of the highest gable or hipped roof. The roof line is actually 47 feet and since our City allows mechanical units to be placed even above the roof line there are locations that are closer to 48 feet. I, however, like this form of roof better, because of its connection with historic waterfront buildings, but I do not appreciate how the City's codes allows it to be almost three feet above the "limit".

Please read DRC Commissioner Brady's comments on page 159. She offered a compromise of a three story hotel which she explains strikes "a balance between what benefits the Applicants and what benefits the community, making the building shorter would do that." (page 159) The shorter building would make it so that half the covered parking area on the first floor facing the river could become rooms and the other half facing south could remain covered parking for those rooms that are near. Depending on how they reworked their whirlpool, fitness, laundry and break rooms, they could have six to ten guest rooms on the first floor facing the river along with covered parking for them. The 2nd and 3rd floors would have 22 rooms each — hopefully without balconies.

This would allow them at least 50 rooms and possibly more. As I mentioned in my other longer letter on page 53, the City is not responsible for the fact that this developer could not convince the owners of the 76 Gasoline Station and Josephson's Smokehouse to sell out to him in order to have a better/larger project with parking spaces to repurpose Stephanie's Cabin.

Other hotels are making it with less than 50 total rooms such as:

Cannery Pier Hotel & Spa = 46 rooms

Hotel Elliot = 32 rooms

Astoria Crest Motel = 39 rooms

Commodore Hotel = 18 rooms

Atomic Hotel = 29 rooms

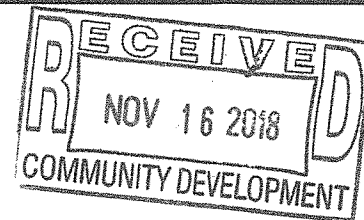
There are other hotels with more and others with less rooms, but they are all making it with various ratings. **We should not feel we owe this developer more than 50 rooms just because he wants it.**

Sincerely,

George (Mick) Hague

Tiffany Taylor

From: Dick Darby <choiboy1953@gmail.com>
Sent: Thursday, November 15, 2018 5:11 PM
To: Tiffany Taylor
Subject: Hollander's redo#2



Dear Ms. Taylor; As you know, I am not in favor of the 4 story hotel coming up AGAIN dec.12th.!!
Worried that new mayor more interested in expanding taxable sources than maintaining the "flavor " of Astoria!!
Please try to get city to complete guidelines in this area before letting this view blocker in,Dick Darby