



# **AGENDA**

## **DESIGN REVIEW COMMITTEE**

---

---

**October 9, 2018**

**5:30 p.m.**

**2<sup>nd</sup> Floor Council Chambers**

**1095 Duane Street • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
  - a. June 25, 2018
  - b. July 10, 2018
4. PUBLIC HEARINGS
  - a. Design Review Request (DR18-01R) by Craig Riegelneegg, Carleton Hart Architecture for Hollander Hospitality to construct a four story hotel, at 1 2<sup>nd</sup> Street (Map T8N R9W Section 7DA, Tax Lots 11800 & 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria) in the C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO) and CRESO Zone.
5. REPORT OF OFFICERS
6. STAFF UPDATES / STATUS REPORTS
7. PUBLIC COMMENTS (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.**

**DESIGN REVIEW COMMITTEE**  
**Astoria City Hall**  
June 25, 2018

CALL TO ORDER:

President Rickenbach called the meeting to order at 5:00 pm.

ROLL CALL – ITEM 2:

Commissioners Present: President Jared Rickenbach, Vice President LJ Gunderson, Leanne Hensley, and Sarah Jane Bardy. Hilarie Phelps arrived at 5:09 pm.

Staff Present: City Planner Nancy Ferber, City Manager Brett Estes, City Attorney Blair Henningsgaard, and Administrative Assistant Tiffany Taylor. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES – ITEM 3:

President Rickenbach called for approval of the minutes of the June 7, 2018 meeting. Vice President Gunderson moved to approve the June 7, 2018 minutes as presented; seconded by Commissioner Bardy. Motion passed unanimously.

PUBLIC HEARINGS:

President Rickenbach explained the procedures governing the conduct of public hearings to the audience and advised that the substantive review criteria were available from Staff.

ITEM 4(a):

DR18-01 Design Review DR18-01 by Craig Riegelnegg, Carleton Hart Architecture for Hollander Hospitality to construct an approximate 29,782 square foot, four story hotel, adjacent to historic structures, at 1 2<sup>nd</sup> Street (Map T8N R9W Section 7DA, Tax Lots 11800 and 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria) in the C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone.

President Rickenbach asked if anyone objected to the jurisdiction of the Design Review Committee to hear this matter at this time. There were no objections. He asked if any member of the Design Review Committee had any conflicts of interest or ex parte contacts to declare.

Commissioner Phelps declared that she was a design professional, but was not contracted with the Applicant.

President Rickenbach declared a potential conflict of interest as a general contractor, but he was not involved with the project.

President Rickenbach called for a presentation of the Staff report.

Planner Ferber reviewed the Findings and Conditions contained in the Staff report. Available on the side table and at the dais were additional public comments and materials submitted by the Applicant.

Commissioner Phelps arrived at 5:09 pm.

President Rickenbach opened the public hearing and called for testimony from the Applicant.

Craig Riegelneegg, 830 SW 10<sup>th</sup>, Portland, Carleton Hart Architecture, introduced Sam Mullen with Hollander Hospitality and Mo Faul with Carleton Hart Architecture. He said the project was for a hotel by Marriott at 1 2<sup>nd</sup> Street in the C-3, Bridge Vista Overlay, near the Astoria Megler Bridge and that the project is undergoing both historic and design review. The site located between Marine Drive and the Riverwalk and currently contains the closed Ship Inn, Stephanie's Cabin, and a parking lot that makes up the east end of the Bridge Vista Overlay Zone and abuts the Urban Core Area, whose stated goal was to create an urban edge to the river front. The Bridge Vista's stated goal was to support water dependent and water related uses and new uses consistent with Astoria's working waterfront, encourage designs that are compatible with the areas historic and working waterfront character, allow commercial and residential uses that complement the downtown core, and support other planning objectives for the area. The proposed project is consistent, compatible, and complementary with those goals.

- He displayed a 1908 Sanborn Insurance Map showing the original White Star cannery, which had a larger footprint than the proposed building. The historic landmark on site is the basis for the historic review. The Applicant sought assistance from John Goodenberger, who provided recommendations for precedence to review; they looked at the National Register of Historic Places as well as some local examples. He displayed the site context that showed structures near the site that were a wide variety of building types, styles, and scales. Immediately adjacent uses included commercial and single-family residential infrastructure, which varied in scale and use.
  - The Stephanie's Cabin building would not be included in the project, but would be adjacent on the property. One component of the site work would include landscaping around that building and some work in the parking lot to modify it for use by emergency vehicles. Josephson Smoke House, a long running seafood store, and a 76 gas station are also on the site. The Ship Inn is also an existing building on site, which would be renovated and incorporated into the new hotel. It was a popular restaurant run by Jill and Fenton Stokeheld. As a recognizable fixture in town, the Applicant would like to keep it as part of the project and allow it to serve as the lobby of the hotel.
- The Riverwalk is an important focal point of the design. The Applicant considered the experience of walkers on the Riverwalk as it relates to the hotel.
- He displayed the site plan for the project, which is subject to a lot of different standards and influences, like the BVO requirements and historic compatibility. Rather than allowing these influences to pull the project in widely different directions, the project team's effort was to resolve those influences through an original unified design that took everything into account. Stephanie's Cabin and the parking area parcels would be subdivided and reconsolidated to eliminate lines cutting through the building. The building is oriented in an east/west direction due to Code requirements and the shape of the site. Staff's Findings mentioned the 20-foot maximum setback from Marine Drive, which is not possible to accomplish because the site is flag shaped and there is just a small 25-foot strip available for the drive. The building will be just below the 30,000-square foot limit. A small pedestrian plaza will be at the terminus of 2<sup>nd</sup> Street and is intended to contain an informational plaque about the boiler and the White Star cannery historic remains that are next to the site. Curb cuts will remain in the same general locations with some minor modifications for fire codes. The hotel is required to have 66 parking spaces, but the hotel is providing 68 on site, which includes the lot next to Stephanie's Cabin. When that lot is developed, parking will be reallocated with conforming parking added to both projects. The building entry will be on the south edge and a loading zone will be to the south of the entry. He indicated the location of the trash enclosure, transformer enclosure, and a monument sign. The Ship Inn has been repurposed as a hotel lobby and dining area. He pointed to ground floor condition space and covered parking on the site plan.
- The three hotel floors will have a double loaded corridor and units on the north step back with decks on the second and third floors that overlook the Riverwalk. Egress stairs will be at both ends and an elevator at the east end. The height is below the 45-foot BVO requirements with the conforming setbacks at 43.4 feet from the low point. One, 10-foot step back is required, which has been divided into two to create the decks on the second and third floors. The Ship Inn is beyond the set back, but is a non-conforming existing use. The steps on the ground floor elevation allow the building to sit lower on the site and measure about 3.5 feet lower than the building entry. Staff's Findings mentioned rooftop equipment. The Applicant's materials packet included some sections that indicate meeting the screening requirement from 100 feet applies to east, west, north, and south views. They have the distance to set those units such that they meet the screening requirements.

- He displayed a few photographs showing the proposed building from areas of the greatest obstruction of views. The Astoria Megler Bridge will still be visible from 2<sup>nd</sup> and Marine, but slightly obstructed. Staff's Findings also mentioned Criteria 14.115(B) 1a and 1b as needing to be addressed. With regard to the scale of the building as it relates to the street, the street frontage is on 2<sup>nd</sup> Street where the Ship Inn is conforming to the existing shape and cladding. There will only be slight changes to the openings and articulations. The south edge is not a street frontage on Marine Drive. With regard to conformance for an addition, they do not consider the new construction to be an addition to the buildings because it will be about 10 times the size of the Ship Inn and an entirely new piece of architecture will sit next to it.
- He displayed the planting plan and the schedule. Ground cover, shrubs, and small trees will screen the parking area. A north planter with shrubs and small cedars will screen and beautify the site. There was a question about the interpretation of the requirements for the land side versus the river side of the Riverwalk. The landscaping plan assumed conformance to the land side requirements, but they are happy to discuss it if the screening must meet the river side standards. He displayed the north elevation of the project. The development's overarching design approach draws from the aesthetic character, construction methods, durable material selection, and functional minded design of applicable contexts to suite a new piece of architecture built for the city. He made materials boards available. The siding would be Resysta, a synthetic wood manufactured from rice hulls, but it is durable and sustainable. It is stained, so it would not have a wearing paint layer. The colors shown on the primary design are whites to match the most frequent color of the fisheries and canneries based on the expanded context thesis by Sarah Stein which they used as one of their primary documents since there were not a lot of color photographs. Cedar shake matches the Ship Inn; it will have a 9-inch exposure on the wall and roof. The color will start as a natural warm color and weathers to another color that they removed from the Ship Inn earlier that day. There will be glazed moveable wall panels at the north wall of the Ship Inn to maximize the visual and auditory connection to the Riverwalk. River facing decks will be on the second and third levels. Trim will be grey because the BVO guidelines require neutral colors. He displayed the south elevation, which would be a flat façade broken up by a sliding play of window openings, which is an update to the varied rhythms they saw in their research of the working waterfront precedence. There is a projecting band and a cornice terminating at the parapet. The building will have through-wall package terminal heat pumps (PTHP) below the windows, but there will also be an oversized louver covering the entire opening for the PTHP and an infill panel. The elevator overrun on the east side between the new building and the Ship Inn will have an ornamental screen wall that extends to the other side of the tower, anchoring the long south façade and transitioning to a step down Ship Inn. The rust color and the stairs on the east are a direct nod to the White Star boiler. The heavy gauge powder coated steel ornamental grate on the ground floor will provide screening for the parking area. The industrial-style board form concrete at the base was also drawn from the working waterfront precedent. The existing Ship Inn tower and sign will also be preserved. On the east and west elevations, the transformer enclosure matches the body siding. The hollow metal door on the east side is an egress door where the entry is not recessed because they want to minimize the impact. The Ship Inn's shape will be streamlined and the mansard roof will be carried across all four sides.
- He displayed the proposed lighting, which would be dark bronze, full cut off, and down lighting. Staff's Findings mentioned the accent light at the sign. If that has to be full cut off and downward directed, the Applicant has an alternative. The style is historically compatible or subtle with minimal profiles to blend in. He displayed renderings indicating the massing, articulation, and cladding on the building. Windows will be recessed 6 inches from the wall plane, with one operable and one fixed light. Head trim will align with the floor line band.
  - A question was raised about crown molding. Their interpretation of the Code and the diagram included in the Code is that the crown molding could be a head trim matching the jam. Storefronts will match existing openings where possible and adjusted where needed. There will be a 7-foot tube steel awning with glazed infill to preserve views of the Ship Inn. He showed the cornice and awning carrying the rust color around the top of the building, the parapet wall, and the south awning that will be lit on the underside.
- Exterior stairs were designed to match more contemporary egress stairs since there is not a lot of historical precedent for a Code compliant egress stair. This style of stair occurs in several locations and will be part of the HLC review as well. He displayed decks, rails, wall signage, signage on the tower, which is compliant with area requirements, and a cladding alternate for the grey, as requested by Staff.

Vice President Gunderson confirmed that some of the 68 parking spaces were counted towards parking for Stephanie's Cabin.

Commissioner Phelps asked if the Applicants were advised to keep the Ship Inn structure and make it part of the project. It is not a protected structure and she wanted to know why they decided to incorporate it.

Sam Mullen, 119 N. Commercial, Bellingham, WA, Hollander Hospitality, explained that when they initially started the proposal for the hotel, they were advised by several people of the historic nature. When people come home, they think of the Ship Inn and the fish and chips. And, some people have said it was an iconic building that had been there for quite some time. They wanted to incorporate the building as best as they could. At the community outreach meeting, there were ideas on both sides of the fence. He hoped it would look like something everyone wants.

President Rickenbach called for testimony in favor of or impartial to the application. There were none. He called for testimony opposed to the application.

Jan Faber, 3015 Harrison, Astoria, said both visitors and residents value the town's charm greatly. After all the planning, this proposal is nothing more than a cigar box laid on its side and painted grey, which is not something that will make the visitors and residents smile. The roof is absolutely straight. The front, which will be seen from the Riverwalk, is absolutely flat. He understood this was probably an inexpensive way to construct or design something, but there has been no effort to make the building attractive, fit in, or appealing to anyone who lives in or visits the town. There are a lot of buildings in the area that are not any more attractive than this one. But that is a legacy. There was a time when this was a working town and that was the basic consideration. Astoria has changed since then and now has a design committee to move away from that. The only way to make the development look attractive from the Riverwalk is to have the Ship Inn in the foreground. But, from the side, the building is a cigar box that blocks views of the hills. He did not oppose a development, but would like to see some design.

Loretta Maxwell, 1574 Grand, Astoria, said she owned Grandview Bed and Breakfast. She understood the use was okay and that other hotels would come in. That meant she would have to work harder. People who have lived in Astoria get a kick out of looking at the river, Washington, and watching the ships go by. That is also important to visitors. The properties on Marine Drive have weeds and Stephanie's Cabin looks like a prison yard. If the property owners cared about it, they would take care of it. Astoria is full of authentic houses and has a very strong historic preservation attitude. The proposed materials are fake, not real, which is insulting. No imagination was used to make this building. The Applicants are throwing a bone by using the Ship Inn as part of the design. The building could be located anywhere; it is just as ugly here as it would be anywhere else. She was amazed that after the community meeting held by the Applicants, not one thing was changed in the proposed design. The meeting attendees told the Applicants they did not like how high the building would be, how square it would be, and that people wanted to see the bridge, the water, and the boiler. She believed the request should be denied.

Becky Thormahlen, 194 Lincoln, Astoria, said leaders in the community set guidelines based on what is best for the future. She did not understand why this project was allowed to exceed those guidelines. Rockaway Beach sold their soul to development and now the ocean cannot be seen from the town. Once buildings are up, they cannot be taken down.

Cindy VanArsdall, 118 Bond, Astoria, said one of Astoria's calling cards is the Riverwalk. She could not imagine a charming walk on the Riverwalk with a four-story building right next to it. One would have an enclosed feeling despite being able to see the river because there would be a big wall on the other side. That will not bring tourists and make them happy. She thought Astoria had a view corridor. She had to keep her house down to 29-feet and she was not going to obstruct anyone's view. If the City breaks the height regulations now for this hotel, it will continue on down the entire Riverwalk. She understood the tourist trade was good for everybody, but this would just be for tourists who are passing through. The rest of the community, especially the citizens who pay their taxes and live here and support the community year-round, will bear the burden and the loss for that.

Laurie Caplan, 766 Lexington, Astoria, said by now the Applicants have learned that Astoria does not simply roll over and say thank you to anyone who promises big projects. Astorians do not like to be taken for granted or taken as people who do not know how to read documents. The community has stopped some really heinous projects over the last several decades. She did not believe anyone wanted to stop the hotel, but she hoped the Applicants would start listening to the community. From what the Findings say, it looks like there are so many violations. She asked how the project was allowed to get this far. She guessed the Findings were just negotiating points for the hotel and that they would push as hard as they could to see what they could get away with. She hoped the hotel would not get away with anything. Mr. Riegelneegg said during his testimony that the Ship Inn was going to be adjacent to the hotel, but that was actually incorrect. The Ship Inn is an integral part of the hotel and will be the lobby and maybe a full-scale restaurant. She did not understand why Ship Inn and the parking garage's square footage were not being counted as part of the hotel. Sometimes the rules and guidelines are annoying or may not make sense, but she did not want the guidelines to be violated so carelessly after so much work went into the Riverfront Vision Plan. She asked the Commission to follow what is written instead of making exceptions for everyone who comes waving money. If the City starts granting waivers on every other paragraph, they will have no ground to stand on when other people come with outrageous proposals. She asked the Commission to say no to the design.

Kathy Patenande, 461 Floral, Astoria, said Astoria is the oldest town west of the Rockies and has a lot of history and old architecture. Downtown is refurbishing everything and bringing back the history. All over town, people are redoing houses back to the way they were. This architecture does not support what people believe in in Astoria. Years ago, one part of the Riverfront Vision Plan stated that nothing higher than three stories would be allowed, but this will be four stories. A lot of the photographs were from the side and front, but no pictures were taken from above on Bond Street and the streets above. How much of a view will those streets have left after this view is taken? People who have lived here for years support the community. A development like this is not thinking of the people who live here, just of the money they can make. Something like the Cannery Pier Hotel fits with more of the designs in Astoria.

Cherise Clarke, 825 Winnipeg Street, Penticton, BC, said she is one of the tourists that a project like this is aimed at and she was against it. She had seen what a proposal like this could set in motion in a place like Astoria. Her hometown in British Columbia was once as beautiful, charming and historic as Astoria when she was growing up. Nestled in vineyards and sage desert between two lakes, it was a jewel. Development started with the first big box hotel chain on the waterfront, roughly the exact size and shape as the one the Commission was contemplating. Fast forward 20 years and she no longer recognizes her hometown. Starbucks and Money Marts have replaced local stores on Main Street. The lake front has been paved and trees removed to make room for tourists who wish to walk. Airbnbs have replaced market housing and every last pre-war bungalow or character home has a development application billboard in the yard describing cheap condos that will replace them with names like Orchard Villa and Lake View Estates. It is no coincidence that the largest development in the entire valley, a two-story two-towered beige stucco monstrosity, was built directly behind that first chain hotel. You can hardly see the lake from anywhere in town now, but you can see tacky, luxury towers for miles in every direction. Astoria is a jewel and does not have to sell out to the first tacky bidder and put up with an eyesore as inevitable. Astoria can have anything it wants in that area. True visionaries will come and Astoria can have magic if the City holds out. This Applicant responded to the City's concerns about the Riverfront Vision Plan by arguing a loophole that the Plan did not apply to them because the hotel will be a new structure. That is the Commission's first clue. She quoted Astoria resident Chuck Stuart, "That is your first clue that these investors are only parting with money, but we're giving up majesty if the river front is not done perfectly. Our waterfront is worth waiting for great ideas to come along." She also quoted Astoria resident Glen Boring, "The primary interest of a corporation is not to enhance Astoria; it is to turn a profit." She recommended the Commissioners read *Overbooked: The Exploding Industry of Tourism and Travel*, available at Godfathers Book Store. The book exposes the dire costs of communities chasing tourist dollars at any cost.

Blaine Verley, 4798 Cedar St, Astoria, said he found it curious that he did not know the home address of the architect. He believed in Astoria's aesthetic appeal. This was a beautiful place before the first settlers put up a fort on the banks of the river. The City is selling Astoria's most prized possession, the waterfront, to corporate chains who take the beauty away with one hotel after another. Why would anyone do this and why would Astoria do this to itself? It seemed as if the project was already a done deal and that something would be built there. He

asked if that was true and explained that he came late. The news did not get out to everyone. He just found out a week or two ago. Everyone needs to know that this is not okay. He asked where two or three more low income wage earners are going to live. Astoria already has a severe shortage of low income housing. He asked the Commission to think their decision through.

Christine Lolich, 179 W Duane, Astoria, said one thing not addressed was whether the employees had vehicles and where they would park. Crossing Marine Drive is a near death experience, so that is not a safe choice. Shame on the architects for not listening at the meeting where someone mentioned how ugly and tall the building was. They could have come with new plans that addressed the concerns of the individuals of the city.

Elizabeth Menetrey, 3849 Grand Ave, Astoria, said the overlay area policy mentions promoting physical and visual access to the river, maintaining an authentic feel of the riverfront, and prioritizing siting of water-related businesses. She was not giving up that Astoria can have water-related businesses along the waterfront. The DRC should determine whether this proposal maintained the authentic feel of the riverfront. There is also supposed to be a 70-foot view corridor and supposedly, there is 35-feet from the center line, and the property to the east can be developed; in fact, the view corridor cannot be extended east, so that view corridor is a problem. The 70-foot view corridor is not there. There is also a problem with the 20-foot setback the Applicants say they cannot do. The scale is very much out of character with what is around it. It is just massive and that is a very important part of it. The Commission has the power to help protect what is so amazing and beautiful about the city. A hotel can be a lot smaller and more beautiful. She hoped that water-related uses would come to Astoria in the future.

LaRee Johnson, 1193 Harrison, Astoria, said in 1990 she bought a historic property at 161 3<sup>rd</sup>, where she lived for two years and still owns. She enjoyed looking out at the river and seeing the bridge. She loved to imagine what happened along the riverfront. Astoria now has Comfort Suites, Hampton Inn, Holiday Inn, and a Best Western that look like a jail. None of the hotels are attractive and they house tourists who enjoy the river. People who live and pay property taxes in Astoria maintain their homes for historic requirements and do everything possible to keep everything historic and in good condition. She would love to find historic glass for a broken window she has because she would go to that extent to keep her home historic. It costs a lot of money to maintain the building at 161 3<sup>rd</sup>. She recently had it reroofed, the chimney was replaced, and it has been painted twice since she has owned it. She contributes to the community and values the historic nature of Astoria. That is why people come. She and her husband visited a relative in North Carolina and went to Myrtle Beach, where they have condos and hotels. One might get a quick glimpse of the beach, but because they own it, one cannot walk on their property. She drove all along the links trying to find a place to get out on the beach. It was horrible, noisy, traffic ridden, and there was no view of the beach. She had friends who just visited from Montana who fell in love with the historic part of Astoria and loved the river. They drove down to the cheese factory so that they could see the beautiful coastline. When they got to Rockaway, it was all condos and hotels. The beach cannot be seen while driving through Rockaway unless there is a corridor. She hates saying there is a view corridor because that is not the same as walking along the riverfront with the expanse of the river. Lewis and Clark came down that river. Astoria has a historic viewshed of the river that needs to be maintained, not just the historic buildings. She asked the Commission to deny the request.

Andrea Mazzarella, 875 Franklin, Astoria, said she was concerned about the height. She asked if the building would put the Riverwalk in the shade all the time. She attended many of the Riverfront Vision Plan meetings and listened to community members speak passionately about how deeply the community was connected to their spirit and protecting the riverfront. She felt the City Council made compromises and allowed more than the community wanted. Going beyond that would be a disservice to the community. The City has to think realistically about what the wages will be and what benefits the hotel will bring to the community. There will be more people living on low income wages in a place with a housing shortage. She believed the Commission should deny the request.

Roger Rocka, 362 Duane, Astoria, said when City officials established zoning along the river years ago, they were working under conditions that existed at that time. He worked for the Chamber for 10 years and worked under conditions that existed at that time. When the Mill Pond area was a dilapidated plywood mill, they established the C-3 zone along the river and the Chamber promoted tourism. Now, there are traffic problems

downtown in the summer. The C-3 zoning has turned over control of the riverfront to money instead of to the people who live and work in Astoria. The City needs to exert control where it can on behalf of the city they want. The City also needs to revisit the zoning decisions of the past.

Will Johnson, 12 Bay View Street, Chinook, said he had been in and out of Astoria since 1980 and had seen what Astoria looked like then and now. He worked on the river five days a week and could see Astoria from the other side. It is a nice view and he enjoys seeing a lot of the architecture. He has seen some of the changes because he has worked in Astoria weekly for the last five years. Astoria still looks good, but it is transitioning. He just learned about the proposal a day ago. The vision statement means a view. In what he read online, view was a prominent word that a lot of people used years ago. That message is strong tonight and the word view is very important to the majority of the people in attendance. He liked the view from the water. He drives through town every day to work and back. He would hate to see it ruined. He was starting to see a little bit of that with the hotels that had been built so far. This building will be ugly and the view from the water will not get any better. Some of the view will be ruined that everybody wants. He believed he was speaking on behalf of many people who were not in attendance. He asked the Commission to consider the view.

George Hague, 1 3<sup>rd</sup> Street, Astoria, said he sent a letter that afternoon and he hoped the Commissioners would read it before voting on this project. No decision should be made until the Applicant addresses the review criteria, provides written clarification on areas of the Staff report, the points in Staff's conclusions, and those providing testimony. Only when the public has had their say on those written responses should the Commission consider voting. He suggested the Commission get the developers attention with a denial at the very minimum because that is what the public is asking for. During the Bridge Vista hearing before City Council, the room was full of people concerned about the language and concerned that this would happen. One Councilor said they had heard from people who were not at the hearing, which was sad. The Bridge Vista offers developers the opportunity to put up a four-story building. That should not be. He questioned the setbacks and square footage proposed for this project. The tower for the stairs and elevator is a structure and it is way beyond 45 feet. The Commission should not allow that whatsoever. He had not read the height of the structure anywhere. A smaller hotel will solve some of the problems. The Applicants do not supply necessary parking. The City may not require it, but this is wrong. The Applicants are currently using every piece of asphalt on the property to supply 68 parking spaces for the hotel, but nothing for the employees who will be running across Marine Drive.

Carissa Conklin, 115 Skyline Ave, Astoria, said she had lived in Astoria her entire life and worked extremely hard to stay in Astoria. It is really expensive and getting more difficult all the time. The Commission has to think about all of the employees the hotel will need to hire, what they would be paid, and how the community will house them. Walmart cannot find employees or places for the employees to live. Property owners on Bond Street pay an extreme amount of taxes and their view will be blocked. Magic would be lost in Astoria if this project happened.

President Rickenbach called for the Applicant's rebuttal.

Mr. Riegelneegg thanked everyone for their comments. He received a wide view of thoughts about the project that were overwhelmingly negative. They have made progress since the meeting where they heard commentary from the citizens. Changes to the design included reconfiguration of the windows. They had worked with John Goodenberger and others on an extensive historic survey to assess historical precedence in the town, particularly for the working waterfront, which is what they were directed to look at per the BVO requirements and the historic design review. Due to time, those slides were not presented, but were included in the packet. They surveyed buildings all over town and applied the precedence in a logical way to make revisions to the window designs that made the building more akin to the working waterfront. The cornices and awnings responded to historical types and traits. Their focus was conformance to the working waterfront, which is demonstrated in the historical documentation. The working waterfront is not very ornamental, but is functional. They tried to match that in a way that was suitable for the hotel and make the design attractive. The BVO establishes 45 feet above the reference datum and they have observed that. The 30,000 square foot maximum was also a driver. He displayed a slide and explained that the bottom section cuts through the east/west axis and showed the height. The elevator overrun and tower are 49-feet 10-inches and rises above the parapet as allowed by the Code. They are trying to make the tower as small as possible to accommodate the overrun and signage without blocking any more view than necessary. The height limit was dependent on the stepback, which they had provided. They

wanted to conform with the historic typology of the working waterfront and the VanKamp seafood building that was previously on site and other buildings near the site. So, they looked at the span, heights, areas, and how big the buildings were; some were smaller and some were larger than the hotel. Their heights definitely exceeded 45 feet in some cases and extended into the water. The hotel will provide views of the river trail that would otherwise be blocked by that kind of development. If square footage were moved off of the fourth floor and built to the east, they would end up with more of a solid wall along the river trail that would be oppressive. They adhered to the Code to the best of their knowledge. A handful of Staff Findings were raised, but he was not aware of any outright violations. They are willing to discuss all of the Findings as they proceed. The Ship Inn is used and incorporated into the new building. The square footage is calculated into the square footage calculation they provided. The material selection was driven by a desire to negotiate a natural feel that will be incorporated into the Ship Inn. Additional materials derived from natural materials like rice hulls that give a textured profile. It is like wood, but they are not trying to imitate wood. The material is a higher price and higher quality. It is stained and maintains the color over time. The approach to historic design was based around surveys, and assessment of the working waterfront buildings, and applying the design to a hotel use, which is allowed outright by the Code. They were not trying to create the Cannery Pier or a reconstituted imitation of a cannery. The design logic was to create details that recalled the cannery while allowing the hotel to be something unique. This is not a typical Marriott hotel and is the furthest thing from a Marriott prototype. The design is completely unique to this city. They looked to other buildings to inform the cladding choices, window arrangements, board-formed concrete at the base, and the building shape. He could not speak to how the zoning code was drafted, but the hotel is allowed. He believed the hotel was a suitable and beneficial use for the site as it emphasizes and provides for the Vision Plan's focus on connection to the city. This is in the BVO and directly adjacent to the Urban Core, which is based around connecting the waterfront to the city. It is a building that is a little taller and has a little bit more density, but tries to maintain a view corridor. The renovation is being left in place and will remain at 16 feet high. The rest of the building will stay as dense and compact as possible. Walkers on the river trail will see the side of the building for about 200 feet and then the view will be of the landscaping and open area.

President Rickenbach called for closing remarks from Staff.

Planner Ferber said parking requirements on the site are triggered by the use. For a hotel, parking is determined based on the number of rooms, not employees. That zoning requirement is not specific to the BVO. She had already addressed view corridors and view rights in the Staff report. The 70-foot view corridor is measured from the center line of 2<sup>nd</sup> Street and must be 35 feet on either side of that line. The Ship Inn is considered existing non-conforming, so the building cannot be higher. The new construction portion is beyond the 35 feet, so it can be higher. The Staff report outlined 18 key areas that needed to be addressed. If the DRC determines the Applicant needs to provide additional information, she recommended the public hearing be kept open so the Applicant can submit the information.

Commissioner Phelps said she was conflicted because there was an existing structure in the way of a view corridor that could exist if it were demolished. Additionally, the new building is not being called an addition and is allowed to be higher. She believed it was an addition to a non-conforming structure. She asked if the hotel was allowed to have a fourth story. City Manager Estes said yes. The setbacks trigger the additional height allowance, which is being provided along the Riverwalk frontage. He also explained that a Code provision allows elevator towers, mechanical equipment, stairs, and some architectural elements to be excluded from the height provision and there is no maximum height for those elements. Planner Ferber noted that in order to meet the criteria for 14.115(B) 1b, the Applicant shall address how the new construction portion of the building does not deform or adversely affect the composition, or the façade be built out of scale. The DRC needs to determine if this has been addressed. She had asked the Applicant to demonstrate which portion of the common space in the tower would not be for the staircase.

President Rickenbach asked if the alternative tower height on Page 52 of the Staff report could be achieved.

Mr. Riegelnegg replied yes. The alternate only raises the overrun. He believed it would obstruct the view just as much. The parapet would be an ornamental structure because the roof is not being elevated any higher. Several alternate screenings were considered, but they did not work aesthetically. He confirmed the lower parapet around the stairs would be 43 feet 4 inches high and the upper parapet would be 44 feet 6 inches.

City Manager Estes stated the provision to the height limitation was Section 3.075 – Exception to Building Height Limitations. Features listed in the section are exempt from height limits established by the Code, provided the limitations indicated for each are observed. The features include mechanical equipment and apparatuses necessary for operation and maintenance of the building or structure, including chimneys, ventilators, plumbing stacks, cooling towers, water tanks, panels, devices for the collection of solar or wind energy, window washing equipment, visual screen for such features; elevator, stair, and mechanical penthouses, fire towers, skylights, flag poles, aerials; ornamental and symbolic features not exceeding 200 square feet in gross floor area including towers, spiers, cupulas, belfries, and domes which are not used for human occupancy. Total area of the features shall not exceed 30 percent of the roof area.

President Rickenbach asked if the math had been checked to make sure the designs did not exceed the limits.

Mr. Riegelnegg said the proposed design was conforming. The alternative depends on the interpretation. His interpretation was that the area was not being enclosed and would be opened to the roof on one side. The raised area of the parapet is well under 200 square feet. The entire perimeter is about 300 square feet.

Vice President Dieffenbach asked how the design ties in with the fish and chips building.

Mr. Riegelnegg said they considered options for incorporating the cladding and some of the forms. The articulation of the tower allowed the Ship Inn to remain a distinct piece and provided an anchor for both buildings. The intent of the design is to allow the Ship Inn to be its own object because they felt it was better to maintain its place on the site and people's memory of its previous incarnation. The newer building would have a different cladding and form. They felt the historic context of the aggregated forms was suitable and poetic to the fact that these forms were separately aggregated the same way the cannery buildings were when they were constructed.

President Rickenbach closed the public hearing and called for Committee discussion and deliberation.

Vice President Dieffenbach stated she was disappointed. She did not attend the community meeting to see what was presented and hear what people said. However, she heard during the public hearing that the proposed design is the same design that was presented at that meeting. There is very little imagination in the design and it would fit in great in Seattle. She was proud to say the Canner Pier Hotel was in Astoria, but the others look like every other hotel. The community does not want another cookie cutter hotel. She preferred to see a more boutique look, but she was not present to redesign the hotel. The Commissioners spent several days looking through the Staff report; they are volunteers, taxpayers, and are part of the community. Citizens have attended the meetings and spoke to the Applicants about what Astoria is and she did not see that reflected in the design. She was not fond of the Ship Inn building either. The tie in between the Ship Inn and the hotel did not even nod to the Ship Inn building.

President Rickenbach said the Ship Inn was interesting because it was iconic.

Commissioner Phelps said the use of the Ship Inn building was iconic, but the original photograph in the Staff report was very different from what it became with brick, shingles, and a little lobster sign. She did not like the juxtaposition of the shingle mansard roof with the new structure. She also wanted to see a boutique hotel, the Ship Inn demolished, and a 35-foot wide view corridor. This proposal is for two conflicting designs that she did not like at all and she wanted the Applicant to start with a new design.

President Rickenbach said it would be interesting to learn how much public input would come out of a proposal to demolish the building to create a view corridor.

Commissioner Phelps stated the building would be remodeled to the point where it had absolutely nothing to do with the original structure except a little sign. The mansard roof is discouraged in the BVO and she did not believe a discouraged design feature should be expanded.

President Rickenbach understood the importance of having serviceable products that are 45-feet high so that buildings do not look derelict and come apart over time. Some details were passed over, like crown molding.

Finite details could be added to help soften the elevations and make them more aesthetically pleasing. He had mixed feelings about the Ship Inn building. Buildings all over town have been added to; some fit and some do not.

Vice President Dieffenbach knew a lot of people wanted the Commission to deny the development of a hotel, but the hotel is permitted outright and that is not the Commission's job. She hoped the Applicant would work with the Commission to come up with something that the city is looking for.

Commissioner Hensley believed the proposed design was a good start. She was not against the use of the property or the finish materials, but the project lacked architectural details. She liked the second cladding alternative because it tied in with the Ship Inn. Commissioner Phelps agreed. Commissioner Hensley said many things remained outstanding. She was not sure if she agreed with the double dipping on the decking square footage and some of the other math. She also concerned about lighting along the view corridor and the lack of creative planning of the interior space. The building is not as unique as the Applicant has tried to say it is. There is a lack of vegetation. She did not feel closed in walking by the Holiday Inn Express along the Riverwalk because there is landscaping. The project lacked local character and architectural details. There is too much concrete and a lack of housing and a lot of things need to be worked out before she would agree to approve the request.

Commissioner Phelps said the Code requires slip covers to be removed. She asked what a slip cover was. City Manager Estes explained that slip covers are a false front.

Commissioner Phelps did not understand why the brick and shingles added to the Ship Inn were not considered slip covers. City Manager Estes said that would depend on what remained of the original building. A false front has something of architectural significance underneath.

Commissioner Phelps stated the slip cover of shingles that went over the original would be expanded rather than removed.

Commissioner Bardy asked if grand landscaping schemes would be enforced. Planner Ferber said landscaping is usually a condition of approval for building permits. There has been dialogue with the Applicant's landscape architect about upland standards and river standards for this project. The standards must be met by the landscaping plan and the plan must be implemented or Code enforcement will be triggered at the occupancy stage of a building permit.

Commissioner Bardy stated that even though this building might fall under the height restriction, it is out of scale with the Ship Inn and the neighborhood. She appreciated the photos of historic buildings, but she did not understand how the Applicant could submit this design after drawing inspiration from those photos. The article in the *Daily Astorian* included a quote indicating the Applicant was trying to go for a more modern take using elements and materials, metal railings, rust colored siding, and things that would not detract from the site. That demonstrates a complete lack of understanding of Astoria's culture and architecture. Astoria is a modern-thinking town, but there is nothing modern about the architecture. Tourists choose Astoria because it is beautiful and designs like the one proposed will harm Astoria and the Applicant. People will not want to come to Astoria to stay in a modern hotel. The facades are flat and the only notable architectural element is the elevator and stair enclosure. The narrative portion of the application reads, "The enclosed south-east egress stair and elevator create a circulation tower where a splash of rust color on the same synthetic wood cladding recalls historic industrial stock like the White Star cannery boiler in the landmark site." It also states that it "creates a visual separation between the old and new portions of the hotel." The application implies that this design and color palate is custom for Astoria and that it is site specific. A Google search revealed that a rust colored tower is standard protocol for Fairfield Hotels. The narrative portion of the application also states that "the renderings and plan elevations give the impression that the third and fourth floors recess on the north side of the building and that they step back from the river front to allow for clearer sight lines." However, the floor plan on Page 39 clearly indicates that the river side will have a flat façade and that only the second-floor lower corner rooms jut out farther. The renderings are misleading to people who do not know how to read plans. Parking includes 62 standard spots and 6 handicap accessible spots. The hotel has 66 rooms, so that sounds good. However, there will be employees. The application says that the remainder of the parking required will be met pending a lease

agreement. The Commission cannot approve something if the Applicant cannot say at this time that there will be more sufficient parking. Only 18 of the 68 spots are located beneath the hotel. The parking plan on Page 34 shows the remaining 50 spaces would surround Stephanie's Cabin. Right now, the Applicant gets to reveal their intentions with that property. The first page of the plan says the Applicant is "exploring options and discussing the Stephanie's Cabin property with potential tenants" and that Code requirements including parking will be addressed for that building at that time. It would be completely surrounded by hotel parking so demolition is the only thing that could be done with it. There are too many unknowns. Stephanie's Cabin was a fully functioning restaurant for many years. Since the Applicant's company purchased and shuttered the business, it has fallen into a state of terrible disrepair. It is surrounded by a chain link fence and the vegetation has gone wild. It looks abandoned because it is. The Applicant's neglect of the property demonstrates that they do not care about the community. Everyone who lives and visits Astoria drive and walk by that site. It is an eyesore because the Applicants have made it one. Any building that goes up on the riverfront affects every property in the town. Mistakes have been made in the past with riverfront construction, particularly with hotels. But times have changed and this town is no longer in a position where it has to accept anything that is handed to them. The river view is not just for tourists. Building on the river is building in the front yards of every home on the hill, every condo or apartment on the river, and every business downtown. Because of Astoria's topography, riverfront construction is in everyone's sight lines and the Applicants need to be sympathetic of the people who live in Astoria. She suggested the fourth floor be removed. That will solve the inevitable parking issues and bring the building down to a scale that is appropriate for the structures around it. The impact of view obstruction will be decreased and it will give the Applicant the opportunity to put more effort into a design and materials that actually reflect Astoria's waterfront.

President Rickenbach encouraged citizens to address the City rather than an application when expressing passion about what they want Astoria to look like. The DRC is tasked with addressing the criteria, which is by Code and by law. Concerns about zoning should be brought to City Council and Staff, not a public hearing. Staff, the DRC and the HLC must judge projects on the current codes. The parking criteria have been met. The elevation criteria have been met. He was concerned about style and massing, which are interpretive criteria.

City Manager Estes asked the Commission to provide Staff with direction as to how to move forward and articulate any necessary changes to specific Findings so that Staff can rewrite them.

President Rickenbach encouraged Commissioners to consider a continuation. He did not believe a denial would be appropriate. He confirmed that he did not believe the project needed to be completely redesigned. A lot of aspects of the project meet the criteria.

Commissioner and Staff discussed a date to which the review could be continued.

Commissioners Phelps and Hensley stated they leaned towards denying the request because the Applicant could not completely redesign the project in the next two weeks. President Rickenbach believed it should be left to the Applicant to decide whether or not they can make it to the next meeting.

Commissioner Phelps said the Ship Inn and new structure were not compatible with each other. She wanted to see the view corridor opened up. This seemed like a Fairfield project and not specific to Astoria. She also wanted to see more design elements that were specific to Astoria. She did not believe the Ship Inn was a pretty structure.

Commissioner Bardy said even though the height requirement was met, the other end of the code is relative scale. The building is clearly out of scale with everything around it and it juts out. Therefore, the building should not be that tall.

Commissioner Hensley stated the site usage, architectural style, and the view corridor should be reconsidered.

Commissioner Phelps added that one reason she would deny the request was because very little was changed between the neighborhood meeting and the public hearing.

Commissioner Bardy noted that the Applicant had indicated they were not trying to replicate a false version of a historic waterfront building like the Cannery Pier Hotel. She suggested they did try to replicate it because the Cannery Pier is beautiful. It is one of the top rated, most romantic hotels in the country. The original cannery building on the site was larger than the hotel, but it was a completely different aesthetic. If it looked like a working waterfront building from the time period, the scale would not be such an issue.

City Attorney Henningsgaard explained that the Commission could continue the meeting and direct Staff to prepare Findings of Denial. Those Findings can be distributed to the Applicant and all parties, and when the meeting reconvenes, the Findings can be addressed by the Commission and the Applicant.

Commissioner Bardy moved that the Astoria Design Review Committee tentatively deny Design Review DR18-01 by Craig Riegelneegg, for Hollander Hospitality pending adoption of revised Findings of Fact at the next DRC meeting scheduled for Tuesday, July 10, 2018 at 5:00 pm; seconded by Vice President Gunderson. Motion passed 4 to 1. Ayes: Vice President Gunderson, Commissioners Phelps, Bardy, and Hensley. Nays: President Rickenbach.

**REPORTS OF OFFICERS/COMMISSIONERS – ITEM 5:**

There were none.

**STAFF UPDATES/STATUS REPORTS – ITEM 6:**

There were none.

**PUBLIC COMMENTS – ITEM 7:**

There were none.

**ADJOURNMENT:**

There being no further business, the meeting was adjourned at 7:07 pm.

**APPROVED:**

---

City Planner

## DESIGN REVIEW COMMITTEE

### Astoria City Hall

July 10, 2018

#### CALL TO ORDER:

President Rickenbach called the meeting to order at 5:00 pm.

#### ROLL CALL – ITEM 2:

Commissioners Present: President Jared Rickenbach, Vice President LJ Gunderson, Leanne Hensley, Sarah Jane Bardy and Hilarie Phelps.

Staff Present: City Manager Brett Estes and City Attorney Blair Henningsgaard. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

#### APPROVAL OF MINUTES – ITEM 3:

City Manager Estes confirmed that the minutes of the June 25, 2018 meeting were not yet available.

#### PUBLIC HEARINGS:

##### ITEM 4(a):

DR18-01 Design Review DR18-01 by Craig Riegelneegg, Carleton Hart Architecture for Hollander Hospitality to construct an approximate 29,782 square foot, four story hotel, adjacent to historic structures, at 1 2<sup>nd</sup> Street (Map T8N R9W Section 7DA, Tax Lots 11800 and 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria) in the C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone. (Adopting Findings of Fact from continuation with tentative denial from the June 25, 2018 meeting.)

City Manager Estes reminded that the public hearing had been closed at the last meeting. He presented the revised Findings of Fact, which were based on the DRC's direction to Staff and vote to tentatively deny the request.

Vice President Gunderson said after reviewing the revisions to the Staff report, she did not have any changes or additions.

President Rickenbach confirmed that Page 15 of the Staff report included the DRC's direction to change the scale of the Ship Inn building and its roofline. City Manager Estes added that the Staff also included concerns that the exterior materials on the Ship Inn were considered a slip cover.

President Rickenbach believed the Staff report did not reflect the discussion about the Ship Inn's impact on the overall massing of the project as an existing non-conforming building. Removing the building could open up the view corridor and reduce the massing of the new construction.

Commissioner Phelps said she had indicated she wanted the building removed.

City Manager Estes confirmed that language would be added to the bottom of Page 7, where the existing building and view corridor were referenced.

President Rickenbach clarified that he did not have an issue with the massing or the size of the building, but the view corridor would be nonexistent. He believed the size and elevations would be acceptable without the Ship Inn building.

Commissioner Bardy believed the building was too tall, even though it would be under the height restriction, and that the Applicants were making use of a loophole to avoid counting the square footage of the Ship Inn.

City Manager Estes stated that the Ship Inn's square footage was included. If the Ship Inn were demolished, additional square footage could be added elsewhere. He asked for direction on how to tie demolition to a criterion.

President Rickenbach said the criterion was the overall massing and the view corridor. It would be better for the four-story building to be 10 feet longer rather than losing 35 feet of view corridor to a sprawling building. There were a lot of public comments about views and the City established the view corridor so that people could retain their views.

City Manager Estes referenced Page 11, which indicated buildings should retain significant original features, scale, massing, and building materials along the street facades. Staff had argued that criteria applied to new construction.

President Rickenbach reminded that the DRC had argued the criteria applied to the existing building because it was tied into the new construction.

City Manager Estes noted that the findings expressed concerns about the design of the new construction, which did not tie into maintaining the characteristics of the site, providing for an appropriate transition between the new and existing structures. He would add language reflecting that inclusion of the Ship Inn combined with the massing of the proposed new hotel building resulted in a long unbroken expanse of structure along the waterfront, and did not meet the intent of the Code to provide a view corridor along the right-of-way.

President Rickenbach believed the square footage not counted towards the height restriction should be minimized. City Manager Estes confirmed that language had been added to the Staff report.

Commissioner Bardy asked Staff to include comments on scale to Page 6, where the Staff Report mentions the height limit of 45 feet. Public comments seemed to indicate four stories was not appropriate. The only other four-story building within a relative distance is the Holiday Inn. City Manager Estes explained that language has been included on Page 12 and stated that the DRC determined the scale, massing, and material designs were not appropriate for the site. While the height was permitted in that zone, the scale and box-shaped massing was not appropriate.

Commissioner Bardy said she wanted emphasis on the scale. The Columbia House, which is right next door over the water, is four stories tall. But basic laws of perspective say it is at a farther distance, so it looks shorter. She suggested the word "scale" be underlined and typed in bold font in the Staff report.

Commissioner Phelps moved the Astoria Design Review Committee adopt the Findings of Fact and deny Design Review DR18-01 by Craig Riegelnegg, with the changes to the Staff Report as discussed (Page 12, Section H, [a] and [b]; add language of proposed changes and to emphasize scale to maintain a 70-foot view corridor by removing a portion of Ships Inn, or all of Ships Inn in a new design); seconded by Vice President Gunderson. Motion passed unanimously. Ayes: President Rickenbach, Vice President Gunderson, Commissioners Phelps, Barty, and Hensley. Nays: None.

City Manager Estes confirmed he would make the noted changes to the revised Staff Report and Findings of Fact dated July 5, 2018.

President Rickenbach read the rules of appeal into the record.

Vice President Gunderson asked if the City had any way of getting the Applicant to clean up Stephanie's Cabin. City Manager Estes replied Staff would speak with property owners about Code enforcement issues.

#### REPORTS OF OFFICERS/COMMISSIONERS – ITEM 5:

There were none.

STAFF UPDATES/STATUS REPORTS – ITEM 6:

There were none.

PUBLIC COMMENTS – ITEM 7:

George Hague, 1 3<sup>rd</sup> Street, Astoria, said he attended City Council's work session on urban planning. It sounded like only the Planning Commission and City Council would be involved in creating the document. Much of the testimony on the proposed hotel about the scale, height, and view corridors would be part of the plan. He believed it would be appropriate for the DRC to be involved in the hearings and give official input. He hoped everyone in the audience would let the City know that they want to be notified of upcoming public input sessions. He confirmed he was speaking about the Urban Core Area of the Riverfront Vision Plan, which extends from 2<sup>nd</sup> Street to 16<sup>th</sup> Street. The present plan is to have very narrow corridors to see the river. He also wanted the DRC to provide input on roof-mounted equipment. He did not believe equipment should be installed at the edge of a building roof and the Code should stress that equipment should be installed towards the center. Garbage enclosures should also have a side entrance that allows access without opening the large doors for the trucks. The large doors get left open. The DRC should also be involved in parking requirements. The mass of the building determines the number of parking spaces required. The DRC needs to make sure that hotels and restaurants provide employee parking, especially in the Urban Core. This needs to be written into the Code. The Astoria Downtown Historic District Association (ADHDA) is regulating parking for their area and their requirements are not a citywide code. Developers have to be responsible for the shape and look of their sites.

City Manager Estes confirmed that the Planning Commission would begin working on Code amendments for the Urban Core Area of the Riverfront Vision Plan within the next month or two. He explained that the Development Code directs the Planning Commission and City Council to write and adopt code. The first meeting dates would be announced within the next few weeks.

President Rickenbach noted that Administrative Assistant Taylor did a good job notifying the DRC of meetings and distributing materials and agendas.

City Manager Estes confirmed all of the meetings would be public. Meetings would include work sessions, a community forum and a town hall meeting.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 5:28 pm.

**APPROVED:**

---

City Planner

## STAFF REPORT AND FINDINGS OF FACT

October 2, 2018

TO: DESIGN REVIEW COMMITTEE

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: DESIGN REVIEW REQUEST (DR18-01R) BY CRAIG RIEGELNEGG ON BEHALF OF CARLETON HART ARCHITECTURE FOR HOLLANDER HOSPITALITY TO CONSTRUCT AN APPROXIMATE 29,782 SQUARE FOOT, FOUR STORY HOTEL AT 1 2<sup>nd</sup> STREET

### I. **BACKGROUND SUMMARY**

- A. Applicant: Craig Riegelneegg – Carleton Hart Architecture  
830 SW 10th Avenue, #200  
Portland OR 97205
- B. Owner: Hollander Properties LLC  
Fair Whether LLC  
Mark Hollander  
119 North Commercial Street # 165  
Bellingham WA 98225
- C. Location: 1 2<sup>nd</sup> Street Tax Lots 11800 & 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria
- D. Classification: New construction within the Bridge Vista Overlay Zone requiring DRC review, and adjacent to site designated as historic requiring review by HLC
- E. Proposal: To construct a new four story hotel
- F. Zone: C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone



## II. BACKGROUND

The subject property is located on the north side of Marine Drive, between vacated 1<sup>st</sup> street, and west of 2<sup>nd</sup> street, south of the shoreline. In addition to the Design Review Committee review process, development at the site triggers review by the Historic Landmarks Commission due to the unique structures that remain of the White Star Cannery, and canneries that were once vital to Astoria's culture and economy. The buildings at the site no longer exist, however the remaining features designated historic include the pilings that once supported the docks and buildings, and a boiler from the White Star Cannery as well as ballast rock left by fishing vessels. Few structures such as this remain within the City to represent the fishing industry and working waterfront.



On June 25, 2018 the Historic Landmarks Commission (HLC) and the Design Review Committee (DRC) held public hearings and reviewed a request to construct a four story hotel at 1 2nd street. The HLC and DRC both voted to tentatively deny the requests at the June 25th meeting, and formally denied the proposal on July 10, 2018.

The decisions for denial were subsequently appealed by the applicant. The Notice of Appeal was submitted by Sam Mullen on behalf of Hollander Hospitality on July 25, 2018. The appeal asked that both the HLC and DRC decisions be overturned. The City Council held a public hearing on August 23, 2018 to review both appeals, during which the appellant submitted partial materials for a new design proposal for the site.

City Council voted to remand the new design back to the Design Review Committee. They voted to tentatively reverse the Historic Landmarks Commission's denial of the old design, and tentatively denied the appeal for the HLC permit, overturning the HLC decision. City Council will consider findings of facts to address the HLC criteria at a future Council Meeting.

The new design proposal is addressed in these findings of fact based on design materials received September 12, 2018.

The new proposal is at the same location as the previous design, and lies within the Bridge Vista Overlay zone, one of four areas in the City's Riverfront Vision Plan. The Bridge Vista Overlay zone (BVO) purpose as adopted in the



City's Development Code, is to *"implement the land use principles of the Astoria Riverfront Vision Plan...the (BVO) Zone is intended to serve objectives including supporting water-dependent and water-related uses and new uses consistent with Astoria's working waterfront; encouraging design that is compatible with the area's historic and working waterfront character; protecting views of and access to the Columbia River; enhancing open space and landscaping, particularly adjacent to the River Trail; strengthening the pedestrian orientation and gateway characteristics of the area; and allowing for commercial and residential uses that complement the Downtown core and support other planning objectives for the area. The BVO Zone extends from approximately the West Mooring Basin to 2nd Street and between West Marine Drive / Marine Drive and the northern edge of overwater parcels on the Columbia River, as shown in the City's Zoning Map."*

The current site conditions are noted in the photos below as of June 23, 2018.

#### Area:

The proposed location is bounded on the north by the rail banked property (Riverwalk) to east by 2<sup>nd</sup> street, and on the west by an adjacent privately owned property. The proposed area includes the existing structures that housed Stephanie's Cabin Restaurant and the Ship Inn. The area includes platted lots 1,2,3,4, and tax lots 1300, 1400, 1700 an unplatted lots fronting Block 1. Prior to any construction, the applicant will need to submit a lot line adjustment form to the Community Development Department to combine or reconfigure the lots.

## Proposed Construction:



This proposal is to construct a four story hotel with covered parking on the ground floor, tearing down the Ship Inn structure, and using the area as for a food preparation, dining, office, lobby and fitness center area for guests. The proposed new building includes total floor area of 29,614 over multiple platted lots and tax lots. The applicant indicated a potential future renovation of Stephanie's Cabin site, also located on the property, but is not submitting a proposal for design or use for that structure, or required associated parking for any use at this time.



The proposed use of the site is not under review by the DRC, or HLC. Motel/Hotels/Bed and Breakfasts and other tourist lodging facilities are outright permitted use in the C-3- General Commercial Zone. Applicable criteria, including design aesthetics, massing, orientation of the building and adherence to the Comprehensive Plan are reviewed in this staff report.



In recent correspondence, the applicant indicated they intend to submit addendums to the plans received September 12, 2018. Any additional proposal documents will be made available for DRC to review.

During the pre-application process, the applicant was informed of additional requirements for development at the site including but not limited to review of a traffic impact study, storm water treatment/management, and possible shoreline mitigation requirements through DSL. The Public Works Department noted they will need to receive the required permit application for utility service, grading and erosion control, and right-of-way for review and approval prior to construction. Should any requirements from review of these permits affect the design and require significant changes to the proposed plans reviewed by DRC, the amended plans may require review by the DRC.

## Construction at a glance:

**Style/Form:** Four story rectangular shaped building with parking area located on part of first floor footprint. The building is stepped back on the third and fourth floors.

**Roof/height:** With a pitched roof, the height of a building is the average height of the highest gable of a pitched or hipped roof (*Article 1.400 Height, Building*). The applicant has indicated measurements of both 44' 6" and 44' to the average

roof and shall clarify the height. There are four mechanical units clustered in two areas on the roof, adding an additional 4', and noted on page 65-RTU screening. Proposed materials a standing 1" high seam metal roof, coated black, and a 3:12 pitch. There are six shed gables, and a clerestory above the dining area.

Siding: board and batten siding is proposed at the ground floor near the lobby area, and "circulation tower" V groove siding has 7" reveal. The applicant notes the gray siding attempts to evoke an aged appearance of historical white paint.

Door and windows: The entry doors will swing open rather than automatic sliders which are not allowed in the overlay zone. Door frames and metal roofing are proposed matching black. Two additional man doors on the north façade and south elevation at the base of the stairs and west of the stairs are proposed to be recessed 3-5" from the face of the cladding.

Other Design Elements: patio on northwest area of property for guest use, board formed concrete at ground floor, black steel grates around parking area.

Exterior Lighting: Exterior lighting includes a mix of wall mounted downcast lighting, recessed down lighting under the canopy, parking mounted step lights, 14' parking lot pole lighting. Lighting is noted as "subtly recessed" without additional detailing.

Signage: The proposed development includes wall signage on the south elevation and east elevation, and a monument sign. Two wall signs are 57 square feet each, and one 30 square foot monument sign. Materials shall be submitted with a sign permit and building permit for installation and monument sign reviewed for vision clearance.

Trash and outdoor enclosures: A trash enclosure is proposed on the northwest corner of the property with horizontal synthetic wood plank siding, cast in place steel tube framing and a steel framed locking gate. The proposal also include an enclosure around a transformer, with removable steel bollards. The applicant shall confirm the operation of the trash enclosure will not block the parking spaces near the trash doors.

### III. PUBLIC REVIEW AND COMMENT

Public notice was mailed to all property owners within 250 feet of the property pursuant to Section 9.020 on September 17, 2018. A notice of public hearing was published in the *Daily Astorian* on October 2, 2018. As required per Article 9, on site notice was posted at the site, near 2<sup>nd</sup> street at the previous appeal and was left at the site.



Public comments received prior to packet distribution are included in the packet, additional comments received will be made available at the Design Review Committee (DRC) meeting.

The applicant submitted a previous proposal, reviewed by DRC and HLC on June 25, 2018, and formally denied on July 10, 2018. The 120 day review period for the previous submission ended August 29, 2018. The applicant has signed a waiver to extend the review period an additional 120 days to December 20, 2018.

### IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 14.090 outlines applicability and review procedures in the BVO: *The provisions in Sections 14.085 to 14.125 apply all uses in all areas of the Bridge Vista Overlay Zone unless indicated otherwise in Table 14.090-1 and in the individual sections. The provisions of the Bridge Vista Overlay Zone shall 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, unless otherwise specified by the provisions in this Section. 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.*

Finding: The site of the proposed site and use is located in the C-3 General Commercial Zone, and falls under Section 14.105 for uses permitted for On-Land Development. The proposed location is not in the “Pedestrian Oriented District.” Sections 14.113, standards for on land development including setbacks, and stepbacks, section 14.115 on building style and form, 14.120 Landscaping, and 14.123 off-street parking are applicable to the request. Criteria in these sections are outlined in more detail in this report. The new construction triggers review. Renovations of Stephanie’s Cabin have not been submitted with this proposal. Should the renovation of that site meet or exceed 25% of the assessed value of the existing structure, it will require additional review by the DRC.

- B. Section 14.113 outlines development standards applicable to on-land development in the Bridge Vista Overlay Zone south of the River Trail / 50 feet wide railroad line property. This section covers A. Height, B. Minimum and maximum setbacks, C. Stepbacks and D. Size.

Section 14.113A. Height:

1. Maximum building height is 35 feet except as noted in subsection (2) of this section.
2. Building height up to 45 feet is permitted when building stories above 24 feet are stepped back at least 10 feet in accordance with Section 14.113.C.
3. Exceptions to building height restrictions may be granted through provisions in Section 3.075.

Finding: The applicant has addressed height on page 5 of the narrative citing from definitions of Section 1.400 of the Development Code. They have also included figures on

page 41

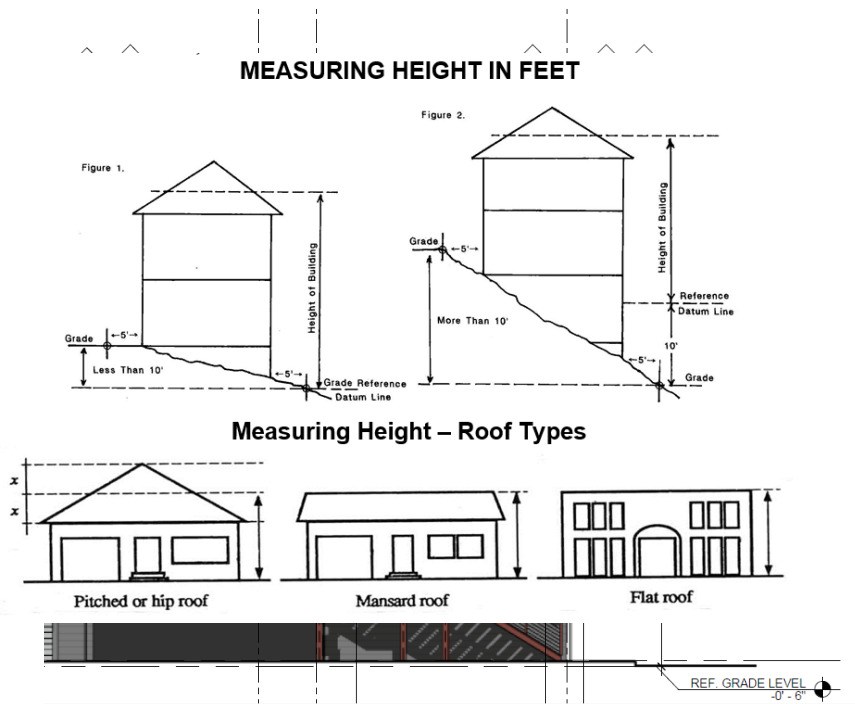
“Building Sections”

showing the height of the building, using the west side of the building for the lowest data point for measuring height.

Page 30 shows the reference datum which is the lowest point as defined by code.

The average roof elevation is noted as

44' 0" as measured from the reference datum

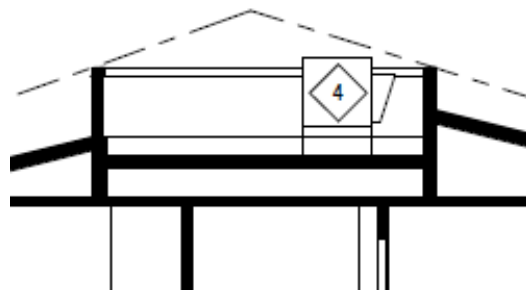


The use of the datum referenced for height calculation is the lowest point on the site as code requires height of the new building shall be measured from the lowest point of any portion of the outer footprint of the entire building.

Article 1.400 of the Development Code “height, building” specifies measuring height for pitched roofs as shown in the exhibit above.

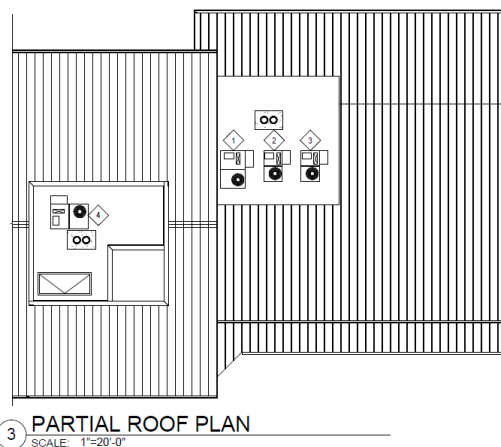
The height of the stairs, elevators and mechanical penthouses are allowed to be taller than the maximum height (# 3 exceptions to building height). However, article 3.075 specifically notes “*Elevator, stair, and mechanical penthouses, fire towers, skylights, flag poles, aerials, and similar objects.*” The Development Code also allows “ornamental and symbolic features not exceeding 200 square feet in floor area including towers, spires, cupolas, belfries, and domes, where such features are not used for human occupancy.

Page 65 of the plan set includes partial roof plans where screening is proposed for rooftop equipment. It should be noted that the equipment area shown to the left is what is proposed to extend to 47’11” as noted under the provision referenced above. For further clarification note page 40. The applicant should clarify that the area used for screening is the minimum needed to screen the equipment.



- C **Setbacks.1. Minimum Setbacks.**  
a. *North-South Rights-of-Way between West Marine Drive / Marine Drive and the Columbia River.*

*A minimum view corridor width of 70 feet, centered on the right-of-way centerline, shall be provided on north-south rights-of-way between West Marine Drive / Marine Drive and the Columbia River. Buildings shall be set back in order to achieve the 70-foot view corridor.*



- b. *Adjacent to the River Trail.*
- (1) *The minimum setback adjacent to the River Trail shall be 10 feet on the south side of the trail and 20 feet on the north side of the trail.*

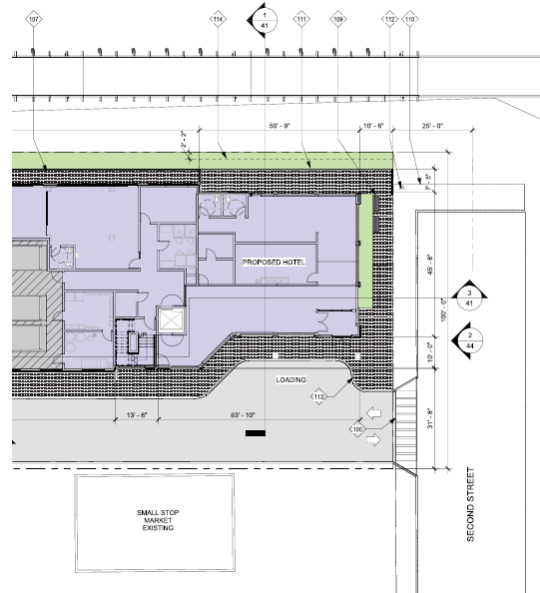
(2) The setback area shall be landscaped or shall include a combination of landscaping and pedestrian-oriented amenities such as walkways, seating, and plaza space.

c. Adjacent to West Marine Drive / Marine Drive and Other Rights-of-Way Parallel to West Marine Drive (except River Trail).

The minimum setback for yards fronting West Marine Drive / Marine Drive and other public rights-of-way parallel to West Marine Drive / Marine Drive in the Bridge Vista Overlay Zone, with the exception of the River Trail, shall be zero (0) feet.



Finding: The structure does not extend west towards a right of way, to the west, it abuts private property. To the east, a view corridor along 2<sup>nd</sup> street is applicable to the proposal. The previous design utilized an existing non-conforming structure (Ship Inn), which is encroaching into the vision corridor. With the proposal to demolish Ship Inn, the new construction would be in compliance with the vision corridor. Measured from the center of the Right of Way (2<sup>nd</sup> Street) the applicant has proposed to locate the building approximately 10' from the property line for a total of 35' west of the centerline. It is proposed by the applicant that a ten foot setback be applied to the building face providing for account for any margin of error.



When measuring setbacks measurements are made to a building face and include provisions for eaves.

2. *Maximum Setbacks.*

- a. *Adjacent to West Marine Drive / Marine Drive and Parallel Rights-of-Way.*

*The maximum setback for yards fronting West Marine Drive / Marine Drive and all parallel rights-of-way in the Bridge Vista Overlay Zone, with the exception of the River Trail, shall be five (5) feet.*

- b. *Allowed Extensions of Maximum Setbacks.*

*The maximum setback for yards fronting a public right-of-way in the Bridge Vista Overlay Zone may be extended to 20 feet for up to 50% of the building facade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.*

Finding: With the previous submission, the applicant incorporated the existing footprint of the Ship Inn structure on the site and extended New Construction attached to it to the west, utilizing siting of a non-conforming structure. The current proposal is also on the north side of the tax lots owned in common by the applicant. The site has frontage along Marine Drive on the west side of the property. Only one section of the L shaped project site abuts Marine Drive, however, setback standards apply to “on-land development in the Bridge Vista Overlay Zone south of the River Trail / 50 feet wide



railroad line property,” which includes the rest of the site. The yard setbacks may extend to 20’ for up to 50% of the building façade, but the entire new construction portion of the building is located more than 100’ from the south

property line. It appears the former Stephanie's Cabin building would fall within the 20 foot maximum setback while the new building would be at the rear of the properties under common ownership. However, the applicant has stated Stephanie's Cabin is not a part of this project.

D. 14.113C *Stepbacks.*

1. *The purpose of a stepback is to allow for less obstructed views from above the building and to create a less imposing building scale as viewed from the street or parallel/adjacent trail. A stepback is also designed to allow more light down to the adjacent or fronting street, sidewalk, or trail.*

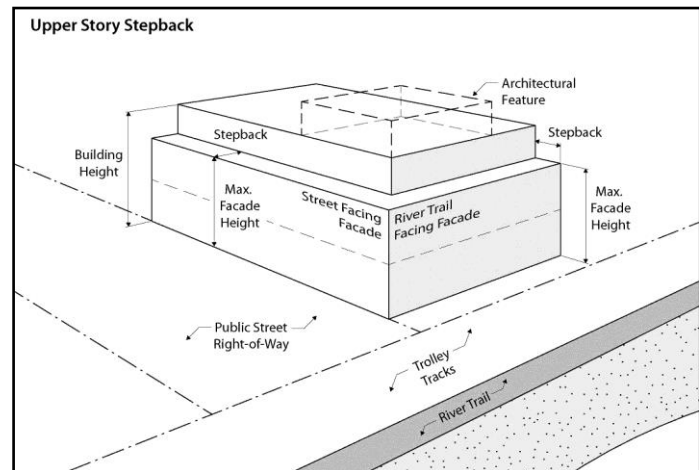


Figure 14.113-1: Building Stepbacks

2. *Additional Building Height*

*Where the height of a building or building addition is proposed to exceed 24 feet, at least that portion of the building exceeding 24 feet, shall provide a stepback of at least 10 feet from the front plane of the proposed building or building addition that faces the street or the River Trail.*

Finding:

The proposed development utilizes stepbacks on the north façade to take advantage of a taller building height. As noted on Page 41 of the plan set a 10' step back is provided below the 24 foot height level. It should be noted that there are step backs in increments below the 24 foot level for areas between "book ends at either end of the structure. . The intent of stepbacks are to allow a break in the bulk of the building and provide better pedestrian/visual access in the Bridge Vista area. The applicant has utilized the area for private guest balconies.

- E. 14.113 D Size states: *The gross floor area of on-land commercial uses in the Bridge Vista Overlay Zone shall be a maximum of 30,000 square feet.*

Finding: "Floor area" is defined in 1.400 as the following: *The sum of gross horizontal areas of the several floors of a building, measured from the exterior*

*face of the exterior walls or from the center line of walls separating two buildings, but not including:*

- a. Attic space providing headroom of less than seven feet.*
- b. Basement, if the floor above is less than six feet above grade.*
- c. Uncovered steps or fire escapes.*
- d. Private garages, carports or porches.*
- e. Accessory off-street parking or loading spaces*

In an email dated 12/12/17, the City Attorney provided an interpretation that “given measurements described are from exterior walls and that one main purpose of the regulations is to preserve view corridors, balconies and decks do not count in the calculation of the gross horizontal floor area.” The applicant provided the following calculations:

First Floor	5,399 square feet
Second Floor	8,437 square feet
Third Floor	7,889 square feet
Fourth Floor	7,889 square feet
Total Area	29,614 square feet

The applicant noted the calculations exclude area of covered parking (Item e), the open west stair (Item c) and guestroom balconies (Item d and “exterior wall” designation). The total area falls below the

30,000 square foot maximum. The trash enclosure is not included in the calculation because it does not have a cover. Should the DRC direct the applicant to include a top to the trash enclosure to provide a visual enclosure for anyone living up the hill, DRC shall determine if the additional trash enclosure square footage would count towards total square forage at the site.

F. 14.115. Outlines 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.*
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.*

Finding: The Hotel use is an outright permitted use in the C-3 zone, and is non-industrial use. The design standards are applicable. With the proposal for new construction, the applicant is no longer incorporating the existing Ship Inn structure, and tearing down the existing building. Prior to demolition, the applicant shall submit a demolition permit to the Building Department.

G. 14.115 B *Building Style and Form states 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.*

Finding The applicant notes guestroom heating and cooling units will be packaged terminal heat pumps, through wall units, that will be set in and flush with the wall. Any additional wall-mounted units elsewhere in the building shall also be mounted flush to the walls, and may not project or be visible from the right of way or Riverwalk.

H. Guidelines for All Uses 14.115 B(2) states the following:

- 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.*

Finding: Article 14.115 applies to new construction as well to retraining the character of the area, and “implementing land use principles of the Riverfront Vision Plan,” as noted in Article 14.085. The current proposal no longer incorporates an addition to the site. It is staff’s interpretation that part a of 14.115 B(2) applies to the building proposed and the

reception area and that the façade along Second Street must adhere to the guidelines of “retaining significant original characteristics of scale, massing and building material.” It is recommended that the applicant provide justification for how the building addresses these guidelines. The applicant notes the second



street frontage is designed as a low-height transition from the street. As an example for context, historic buildings such as the Kinney Cannery (photo above) located a few blocks away on 6<sup>th</sup> street, had a lower profile, while still providing a large square foot and basic form. The increase in height from the lower portions of the building pictured to the right, to the taller were in scale with the overall footprint of the building. The proposed design has greater distances between masses of portions of the building components.

Former canneries are just one example of designs which can incorporate a large footprint and high density use. As noted in the applicant’s materials titled “research and precedent,” and “historic context,” the waterfront has a diversity of designs including structures housing industrial uses, manufacturing, historic structures, and contemporary mixed use buildings that retain significant characteristics of scale and massing. The DRC should determine if criteria in 14.115 B(2) have been met.

- c. *14.115.B.2.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.*

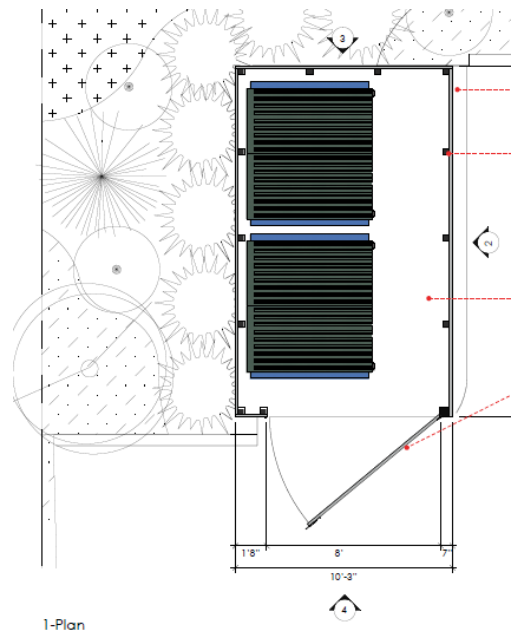
Finding: The applicant notes this guidelines is applicable to renovations only, however it is staff's recommendation the Development Code does not limit its applicability. Appropriate features and craftsmanship to include would include appropriate massing, rooflines design, materials appropriate to the product of the time. In this case, incorporating design elements sensitive to a working waterfront or incorporating stylistic features unique to Astoria would be an approach to treat the development with sensitivity and as "a product of their time" as required by this guideline.

The DRC should determine what aspects of the design include skilled craftsmanship, and if the building is recognized as a product of its time.

- d. *Mid-century "slip covers" should be removed when possible.*

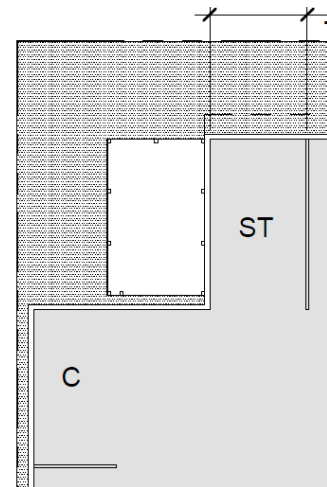
Finding: Not applicable

- 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, a screen made of a primary exterior finish building material used elsewhere on the building, or by a setback such that it is not visible from adjacent properties and rights-of-way up to approximately 100 feet away.*



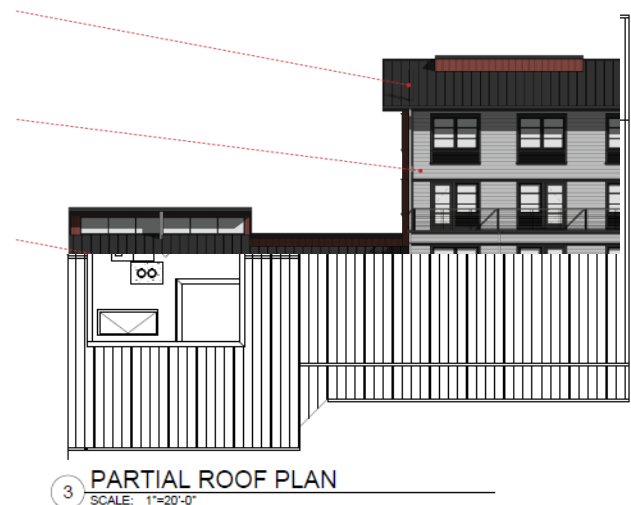
Finding: The garbage enclosure and enclosure around a transformer incorporates materials used elsewhere on the site. While not required, the addition of a man door to these enclosures could potentially help with noise abatement as an alternative to accessing the large gate. Additional landscaping or materials to soften the appearance would also be appropriate due to their high visibility on the site and from the Riverwalk.

The current proposal for the trash enclosure includes an operable gate that swings out, and no man door. The parking space noted to the right "c" is a compact space which has required dimensions of 8.5' x 16'. A "st" standard space is 9.5' x 20'. The applicant shall confirm access to and operation of the trash enclosure will not interfere either adjacent parking spaces.



The applicant has submitted site lines for the rooftop elements noted on page 65. Pedestrians along the Riverwalk will not likely see rooftop elements, however the applicant did not include distances to the east-west, including the potential to view rooftop elements from the 2<sup>nd</sup> street Right of Way, which includes the pedestrian access point to the Riverwalk closest to the site. That being said screening has been included and setbacks or screening are deemed acceptable.

Four types of rooftop equipment units are proposed: HVAC units over the dining area, kitchen area, fitness area, and above guestroom corridors. Each unit is 3-4' wide and 4' high. The height of the units on top of Ship Inn range from 2.5' to 4' high. A partial roof plan shows the units screened, and tucked under the clerestory section of windows on the reception area.



- f. *Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular.*

Finding The proposed new construction of the building is a simple rectangle. Simple footprints are encouraged, however a modulated design would be encouraged to provide a more attractive façade and activate the other sides of the building; only the north façade facing the Riverwalk incorporates design features such as balconies and changes in roof line to break up the large expanse of the building façade. The proposed footprint meets criteria for a simple geometric shape, but the intent of the criteria could be read to limit asymmetrical footprints, not limit design to boxy buildings. The DRC should determine if the addition of awnings and extended eaves address the proposed façade, specifically on the south elevation, pictured to the right, and highly visible from Marine Drive and adjacent properties. The DRC should determine if the building form meets the intent of the code.



- g. *Incompatible additions or building alterations using contemporary materials, forms, or colors on building facades are discouraged*

Finding The proposal no longer incorporates a building alteration, yet the applicant notes the structure closely matches the appearance of historic cladding types used on working waterfront buildings. The proposed fiber cement v-groove siding is similar to the painted wood siding cited in working waterfront precedents in Part 2, as is the composite board and-batten. Because dimensional wood siding is scarcer in these profiles than it was in the days of the historic waterfront, because other products have greater durability and sustainability, and because matching historic

types involves painting the siding anyway, more suitable contemporary materials are being proposed in lieu of wood for these applications.

The gray alternative is an improvement from the white, which is too bright and raises concerns in its attempt to mimic the historic wood cladding rather than creating a modern façade more appropriate for the site. It is recommended that the Design Review Committee provide a determination on this item.

- I *Roof Form and Materials states roof form standards for all uses. The following roof forms are prohibited:*

- a. *False mansard or other applied forms; and*
- b. *Dome skylights*

Finding: Neither of these forms are proposed on the structure.

- J 14.115 C2 *Roof Materials Standards for All Uses* states the following:

- a. *Buildings shall be constructed or reconstructed with one of the following roofing materials.*

- (1) *Cedar shingle (Figure 14.115-3);*
- (2) *Composition roofing (Figure 14.115-3); or*
- (3) *Materials cited in Section 14.115.C.4 or Section 14.115.C.6.*

- b. *The following roofing materials are prohibited for all types of buildings:*

- (1) *High profile standing seam metal roof (Figure 14.115-4); and*
- (2) *Brightly colored roofing material.*

- c. *Roofing materials shall be gray, brown, black, deep red, or another subdued color.*

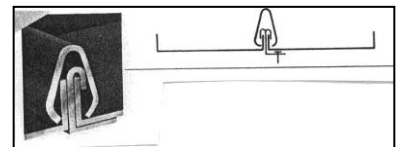
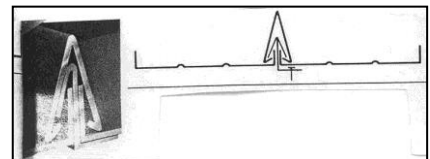


Figure 14.115-4: Low (3/8" x 1") and High (1/4" x 1-1/4") Roof Seams



Finding: The applicant notes the roofing material for the majority for the site is a standing seam metal roofing with 22 gauge, narrow battens and are one inch in height. As noted in the BVO seams dimensions area as follow. The applicant notes concealed portions of the roof on both the single-story and four-story building masses will be roofed with bituminous built-up roofing meeting criterion

14.115.C.4.b, with a cap sheet, grey in color that will not be visible from the ground plane.

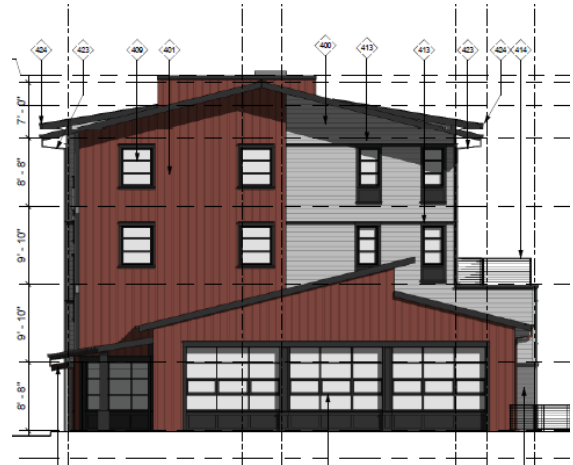
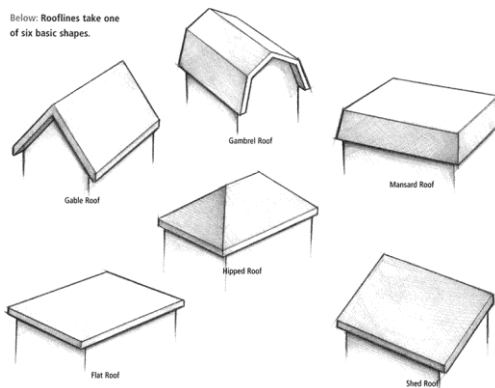
**K** 14.115 C 3. States: *Roof Form Standards for Non-Industrial Uses*

*Buildings for non-industrial uses shall include one of the following roof forms:*

- a. *Single gable with low pitch; or*
- b. *Repetitive gable with steep pitch; or*
- c. *Flat or gable roof behind parapet wall (Figure 14.115-5).*

Finding: the gabled roof has a 3:12 pitch, with six shed gables. The lobby roofing incorporates a north facing clerestory. The DRC should determine if the clerestory design meets the single gable requirement. Basic rooflines are noted below.

Below: Rooflines take one of six basic shapes.



*Buildings for non-industrial uses shall be constructed or reconstructed with one of the following roofing materials:*

- a. *Materials cited in Section 14.115.C.2; or*

*b. Built-up roofing materials.*

Finding: C.2 references cedar shingles, composition roofing and additional materials cited in 14.115 C 4 and C 6. Prohibited roofing include high profile standing seam metal roofs and brightly colored roofing material. The proposed roofing materials meet the criteria.

*14.115.C.7. Roof Form Guidelines for Non-Industrial Uses. Buildings for non-industrial uses may also include the following roof forms or features:*

- a. Structural skylights*
- b. Shallow eaves behind parapet wall*

Finding: The applicant has proposed a single-story lobby form which includes a clerestory window which they noted is not technically a skylight, but acts similarly. The DRC shall determine if the clerestory is a compliant design feature and appropriate roof form.

**L** *Doors.*

- 1. Standards for All Uses. The following types of doors and door treatments are prohibited:*

- a. **Automatic sliding doors;***
- b. Primary entry doors raised more than three feet above sidewalk level;*
- c. **Doors flush with building facade;***
- d. Clear anodized aluminum frames; and*
- e. Reflective, opaque, or tinted glazing.*

Finding: The applicant notes they changed their original proposal from automatic sliding doors to an out-swing double door on automatic controls. The applicant has a blank page on page 56 –details for storefront/entry. Any additional design detailing should be reviewed by the DRC for compliance with the door and door treatment standards.

- 2. Guideline for All Uses.  
Building lighting should emphasize entrances.*

Finding: The lighting plan is outlined on page 35, recessed canned lighting is proposed at the entrances. The lighting must be downcast, and not glare onto adjacent properties. Additional lighting on site includes parking lot lamp poles, signage lighting and lighting on balconies.

The applicant should confirm “accent light F” is downcast, and shall not cast a glare.

3. *Standards for Non-Industrial Uses.*
  - 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.*

Finding: All doors meet the minimum 50% with the exception of fire rated doors the applicant notes are required for fire life safety.

4. *Guidelines for Non-Industrial Uses.*
  - a. *Doors should be recessed when feasible*
  - b. *Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged*
  - c. *Well-detailed or ornate door hardware is encouraged. Contemporary hardware should be compatible with the design of the door.*
  - d. *Transom, side lites, or other door/window combinations are encouraged (Figure 14.115-9).*
  - e. *Doors combined with special architectural detailing are encouraged.*
  - f. *Double or multiple door entries are encouraged (Figure 14.115-9).*

Finding: Doors except the emergency door on the east side are recessed. The applicant shall provide additional detailing on the emergency door which they note will be flush to the wall and finished to match. Hardware detailing is included in the appendix of the application materials. The DRC shall determine if the “storefront” glazing meets appropriate criteria for doors/windows as the roll up garage doors are flush with the building façade which is a prohibited door treatment design. Large café or restaurant doors that open the street to the interior by “pivoting, sliding or rolling up overhead are encourage”, the storefront glazing along second street does not include operable windows, the applicant claims second street does not experience significant pedestrian traffic although the entrance to the site is along 2<sup>nd</sup> street, and the closest pedestrian access to the Riverwalk is also at the base of second street.

## **M Windows.**

1. *Coverage Standards for All Uses. All building facades visible from a public right-of-way and/or the River Trail shall have windows or other openings in the facade. Blank walls on any facades visible from the right-of-way and/or River Trail for any type of use are prohibited.*
2. *Design Standards for All Uses.*
  - a. *Window detailing. Windows shall have casings/trim, sills, and crown moldings. Window detailing shall meet the following requirements.*
    - 1) *Casings/trim shall have minimum dimensions of 5/4 inch x 4 inch and shall extend beyond the facade siding.*

- 2) *Windows shall be recessed a minimum distance of two (2) inches from the trim surface to ensure a shadow line/effect.*
- 3) *The bottom of the sill shall be a minimum of 18 inches above the ground or floor elevation.*
  - b. *The following types of windows or window treatments are prohibited:*
    - 1) *Residential-styled window bays;*
    - 2) *Half-round windows;*
    - 3) *Tinted and/or reflective glass;*
    - 4) *Sliding windows;*
    - 5) *Vinyl windows; and*
    - 6) *Blocked-out windows; and*
    - 7) *Windows that extend beyond the plane of the building facade.*

Finding: The applicant has proposed fiberglass windows on all facades. They contain casings/trim/sill. Window details are referenced on pages 52-53. Fiber cement trim boards are installed along all sides, minimum 5/4x4 inch nominal size. Crown moulding have been incorporated and are contiguous with the floor line trim, which has the same projection. The applicant notes windows are recessed and deck doors are installed 3-1/2 inches in from the face of the wall, and sills are set at 30" above the finished floor, except for storefront glazing at the Lobby/Entry, which is at 32".

3. *Design Guidelines for All Uses.*

- a. *Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities.*
- b. *Windows that open by pivoting, casement, single hung, or other shuttering are encouraged.*
- c. *Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 14.115-11).*
- d. *Clear glass is encouraged.*
- e. *True divided lites are encouraged (Figure 14.115-11). Simulated divided lites shall have exterior muntins to create exterior shadow lines.*
- f. *Boldly articulated window and storefront trim are encouraged.*

Finding: Proposed windows are casement, with clear glass. Panels below the window are encouraged, however the applicant has instead proposed the heat pumps for guest rooms to be installed below the windows, flush with the façade. No true divided lites are proposed. Guest windows contain one operable window and one fixed window.

#### 4. Coverage Standards for Non-Industrial Uses

*a. Inside Pedestrian-Oriented District (Not Applicable)*

*b. Outside Pedestrian-Oriented District.*

*Outside the Pedestrian-Oriented District, at least 40% of the ground-floor street-facing facades of non-industrial uses shall be covered by windows and at least 30% of the upper-floor street-facing facades should be covered by windows.*

Finding: The applicant notes the only street frontage is along Second Street, however the entire property site also has street frontage along Marine Drive. The applicant has met the 40% coverage for the east street facing façade. While there is common ownership including multiple parcels other structures are between the proposed building and this right of way.

#### N *Siding and Wall Treatment.*

##### *F.1. Standards for All Uses.*

*The following types of siding and wall materials and treatments are prohibited:*

- a. Cladding materials such as corrugated metal panels or spandrel glass;*
- b. Panels that are poorly detailed or do not have detailing;*
- c. Neon or other fluorescent colors;*
- d. Bright or primary wall colors for the entire wall surface;*
- e. Flagstone, simulated river rock, or other similar veneer cladding;*
- f. Painted brick; and*
- g. Non-durable materials such as synthetic stucco or shingles at the ground floor.*

Finding: Siding and wall treatment includes Board-and-batten at the lobby area, and v-groove siding with 7" reveal in red and gray respectively.

##### *F.2 Wall treatment: Guidelines for All Uses.*

- a. Variations in wall cladding materials and patterns consistent with historic patterns are encouraged (Figure 14.115-12).*
- b. Natural or subdued building colors are encouraged (Figure 14.115-12).*
- c. Bright colors may be used for accent trim in limited amounts.*
- d. Durable materials such as brick, stucco, granite, pre-cast concrete, board and batten, or horizontal wood siding should be used (Figure 14.115-12). These materials include galvanized corrugated metal on buildings for industrial uses.*

- e. *Architectural wall features such as belt courses, pilasters, and medallions are encouraged.*

Finding: Board and batten and v-groove siding are proposed.

O.

*14.115 G. Awnings*

- 1. *Standards for Types of Awnings and Treatments. The following types of awnings and awning treatments are prohibited:*
  - a. *Fixed “bubble shaped” awnings and*
  - b. *Awnings lit internally.*
  - c. *Awnings improperly sized for the building/entry/window*
- 2. *Guidelines for Types of Awnings and Treatments.*

*The following types of awnings and awning treatments are discouraged:*

- a. *Vinyl or other non-compatible material awnings and standards for awning locations Along River Trail and North/South Rights-of-Way.*

*Awnings are generally discouraged and shall not project into the setback area*

Finding: Two styles of awnings are proposed for the site; one is a large canopy extending south from the lobby area and is framed with timber and roofed to match the building. The second awning is a 2' deep design on the south side of the building with a standing metal seam. Neither are discouraged designs, The DRC should determine if awnings meet criteria for (c) properly sized for the building/entry/window.

P.

*14.115.H. Lighting: Standards for Lighting Types and Treatments for All Uses. The following lighting types or treatments are prohibited:*

- a. *Neon silhouette accent lighting;*
- b. *Fluorescent tube lighting;*
- c. *Security spotlight;*
- d. *Signs lit by lights containing exposed electrical conduit, junction boxes, or other electrical infrastructure; and*
- e. *Up-lighting that shines into the sky or light that shines into other properties or traffic.*

Finding: Proposed lighting treatments do not include prohibited lighting types. Lighting type “F” shown on page 35 (lighting plan) shall be down cast and not glare.

14.115.H (2) and (3) *Standards Regarding Glare for All Uses, and Wall-Washing Light.*

*Outdoor lighting shall be designed and placed so as not to cast glare into adjacent properties. Light fixtures should be designed to direct light downward and minimize the amount of light directed upward, including lighting from wall-washing fixtures. The Community Development Director may require the shielding or removal of such lighting where it is determined that the lighting is adversely affecting adjacent properties or directing significant light into the night sky.*

*Wall-washing lighting fixtures should be concealed and integrated into the design of buildings or landscape walls and stairways*

Finding: The applicant has not addressed any proposed wall-washing, the applicant should submit a plan for review by the Community Development Department should additional lighting be incorporated into the design.

- Q. 14.115(I): Signs in the Bridge Vista Overlay Zone are subject to the requirements in Article 8 (Sign Regulations) of the Astoria Development Code. The following additional standards apply to signs in the Pedestrian-Oriented District. In the event of a conflict between this Section and other Sections of the Astoria Development Code, this Section shall control.

Finding: The proposed development is outside of the Pedestrian-Oriented District; the additional standards do not apply. The applicant should submit a sign permit to the Community Development Department. Per Article 8, the general signage regulations and underlying C-3 zone determines the allowed number of signs and square footage. Total square footage at the site shall not exceed 150 square feet, no single sign may exceed 100 square feet (8.150A). Only 2 signs are allowed per frontage. The maximum height of a monument sign shall be 10'. Per City Code Article 6, the City Engineer reviews vision clearance for non-residential property. When submitted, a sign permit will be routed to the City Engineer for review.

- R. 14.120 *Landscaping:*  
*Landscaping is required in the Bridge Vista Overlay Zone in accordance with the provisions in this Section and those in Section 3.120 to 3.125. The provisions in this Section apply to new construction or exterior renovations with a value of at least 20% of the assessed value of the structure, or in the event of installation of new parking areas.*

A. *River Side or Riparian Standards.*

1. *Height and Spacing.*
  - a. *Maximum shrub height is 30 inches.*
  - b. *Maximum width of clusters of trees is 30 feet.*
  - c. *Clusters of trees shall have a minimum of 50 feet clear between branches at maturity.*
  - d. *Trees are not permitted to be planted on the river side of the River Trail within the extended public right-of-way or view corridor extending from it for a distance of 70 feet centered on the right-of-way centerline.*
  - e. *Trees shall not exceed 25 feet in height at maturity*
  - f. *Maximum height of fences is three (3) feet.*
2. *Native Plants.*

*See Section 3.125 concerning use of native plants and list of recommended native plants.*
3. *Landscaping Credits for Non-Vegetation Features.*
  - a. *The Community Development Director may approve non-vegetative features to account for up to 40% of required landscaping when the features consist of hardscaped pedestrian-oriented areas (e.g., courtyards, plazas). Permeable paving and other stormwater management techniques are encouraged in the design of these areas.*
  - b. *An application proposing more than 40% of required landscaping be credited by non-vegetative features is subject to approval in accordance with procedures in Article 9 and Article 12.*
  - c. *Non-vegetative features allowed in the public right-of-way and/or on the River Trail in lieu of required landscaping shall be maintained by the applicant. There shall be a maintenance agreement or other City approved agreement. Failure to maintain or loss of the non-vegetative feature will result in the requirement for installation of the landscaping in accordance with the Code at the time of the loss.*

**B. Land Side or Upland Standards.**

*The following standards apply to landscaping along the frontage of parcels abutting the River Trail to the south.*

1. *Height and Spacing.*
  - a. *Maximum spacing of trees.*
    - (1) *20 feet on center for non-industrial uses*
    - (2) *15 feet on center for industrial uses*
  - b. *Maximum spacing of shrubs*
    - (1) *Five (5) feet on center for non-industrial uses*

- (2) *Three (3) feet on center for industrial uses*
  - c. *Ground cover landscaping is required in between shrubs and trees.*
  - d. *Trees shall not exceed 35 feet in height at maturity*
2. *Parking Area Landscaping.*
- a. *Landscaping required between parking areas, streets, and sidewalks in accordance with Section 3.120.A.7 shall also be required between parking areas and the River Trail.*
  - b. *Landscaping shall minimize pedestrian exposure to parking lots with a hedge or a decorative fence that is 36" to 42" high.*
  - c. *Maximum tree height and width in parking areas shall be 15 feet at maturity.*

3. *Landscaping Credits for Non-Vegetation Features.*

- a. *The Community Development Director may approve non-vegetative features to account for up to 25% of required landscaping when the features consist of the following:*
  - (1) *Hardscaped pedestrian-oriented areas (e.g., courtyards, plazas); and/or*
  - (2) *At least one of the following amenities meeting the City approved design within the public right-of-way and/or River Trail right-of-way:*
    - (a) *bike rack*
    - (b) *bench*
    - (c) *table*
    - (d) *drinking fountain*
    - (e) *directional or interpretive/information signage*
    - (f) *trash or recycling container*
    - (g) *lighting*
    - (h) *restroom*

*Permeable paving and other stormwater management techniques are encouraged in the design of these areas.*

- b. *An application proposing more than 25% of required landscaping be credited by non-vegetative features is subject to approval in accordance with procedures in Article 9 and Article 12.*
- c. *Non-vegetative features allowed in the public right-of-way and/or on the River Trail in lieu of required landscaping shall be maintained by the applicant. There shall be a maintenance agreement or other City approved agreement. Failure to maintain or loss of the non-vegetative feature will result in the*

*requirement for installation of the landscaping in accordance with the Code at the time of the loss.*

Finding: The proposed landscaping plan on page 66 should be amended to include updated calculations pending a reconfiguration of the lot, as referenced in an email from the applicant dated September 27<sup>th</sup>. The County Assessor documents show the total site as 56,177 square feet, 10% of which would be 5,617 square feet, with the current figures the applicant is showing 8% landscaping in the parking area, and 13% overall. The installation of anything along the Riverwalk or in the public right of way, or changing existing access to it will require approval, including potential lease agreements and/or maintenance agreements from the Parks and Recreation Department, as well as Public Works if additional access points are proposed. The current access is noted above off of the 2<sup>nd</sup> Street Right of Way. Street trees are required along the 2<sup>nd</sup> Street right-of-way and will need to be addressed in a revised plan.



Updated landscaping plans with all site and landscaping area dimensions, species, and plant sizes as required per code shall be submitted prior to obtaining building permit.

- S. 14.120C. Street Trees.  
*Street trees shall be planted within the right-of-way along both sides of the street in the Bridge Vista Overlay Zone in accordance with the provisions in this Section.*
1. *Spacing should be 30 feet on center, depending on species and branching habit.*
  2. *Minimum size of deciduous trees should be 2" caliper, with an upright form.*
  3. *Mature branching height should be a minimum of 15 feet.*

4. *Maximum height for street trees along north-south streets between West Marine Drive / Marine Drive and the Columbia River is 45 feet.*
5. *Street trees along north-south streets between West Marine Drive / Marine Drive and the Columbia River shall have narrow profiles and/or be pruned to a maximum width of 15 feet.*
6. *Street trees along north-south streets between West Marine Drive / Marine Drive and the Columbia River shall be one of the columnar species listed in Section 3.125.B.1, unless otherwise approved by the Community Development Director.*
7. *Durable tree grates and trunk protectors should be installed.*
8. *Areas between trees should be landscaped with a variety of shrubs and perennials, with an emphasis on flowering species.*
9. *Required street trees shall be maintained by the adjacent property owner and/or other identified entity. There shall be a maintenance agreement or other City approved agreement.*

Finding: The applicant notes the location of the existing driveway cuts prohibit street tree installation because they would conflict with vision clearance corners. However, there are street tree varieties which could possibly work and address vision clearance issues. The applicant would need to work with the City Engineer and Planner in developing a final landscape plan.

T.

**14.125.OFF-STREET PARKING.**

*In the Pedestrian-Oriented District in the Bridge Vista Overlay Zone (Figure 14.090-2), the following provisions apply to parking requirements established in Article 7 of this Code.*

**A. Reductions.**

*Minimum parking space requirements in Section 7.100 may be reduced by 50% for uses with less than 5,000 square feet of gross floor area.*

**B. Exemptions.**

*Exemptions from minimum parking space requirements in Section 7.100 are permitted under the following conditions:*

1. *Existing buildings that cover the maximum area of the site allowable*
2. *Building expansions of 10% or less.*

Finding: The development is not located in the Pedestrian-Oriented District in the BVO, these reductions and exemptions are not applicable at the site.

2.405. LANDSCAPED OPEN AREA.

*A minimum of 10 percent of the total lot area will be maintained as a landscaped open area.*

Finding: The proposed use is an outright permitted use. Conditional uses are not proposed with the development. However, the development spans multiple lots and tax lots. The applicant should combine the lots necessary to meet applicable building code and zoning requirements, and confirm lot coverage and square footage of landscaped open areas with the total square footage of the updated lot configuration. See emailed dated September 27, 2018. A lot line adjustment format and recorded deed should be submitted to the Community Development Department.

Development Code Articles 14.500 through 14.510: Columbia River Estuary Shoreland Overlay District includes provisions for review of development along the Columbia River Estuary. Prior to issuance of building permits the applicant will need to review the project with Columbia River Estuary Study Task Force (CREST) staff to address these standards.

VIII. CONCLUSION

It is recommended by staff that the applicant provide clarification on the items noted above for the Design Review Committee to determine if the criteria are met. In summary, items to be addressed as a part of the hearing or through possible conditions of approval are noted below. Other items are listed as proposed conditions. Should the Design Review Committee approve the current proposal, the findings of fact will need to be amended.

1. The applicant should address requirements for building height limitations in Section 3.075 to confirm that the area included in the screened area is necessary to screen equipment allowed for in the code.
2. To meet criteria for 14.115 (B) 2a, the applicant should address how the design is maintaining characteristics of scale, massing and material along street facades.
3. The specific aspects of the design should be outlined as to how they address sensitivity and craftsmanship at the site and development as a product of the time.
4. The applicant should confirm the access to the trash enclosure will not block either adjacent parking spaces.

5. The DRC should determine if the building form meets the intent of the code
6. The DRC should determine if the clerestory meets the single gable requirement to satisfy 14.115C.3 and if the if the clerestory is a compliant design feature and appropriate roof form.
7. The applicant should clarify the depth of this synthetic wood awning and the DRC should determine if it meets criteria for (c) properly sized for the building/entry/window.
8. The DRC should determine if awnings meet criteria for (c) properly sized for the building/entry/window.
9. Lighting type “F” noted on page 37 (lighting plan) should be down cast and not include an up-lighting design.

#### RECOMMENDED CONDITIONS:

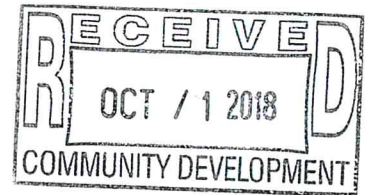
1. Prior to issuance of building permits, the applicant shall combine the lots needed to meet zoning / building code requirements and submit a recorded document with a lot line adjustment permit to the Community Development Department.
2. Prior to issuance of building permits the applicant shall review the project with Columbia River Estuary Study Task Force (CREST) staff to address Articles 14.500-14.510.
3. Any change in design or material or modifications to the proposed plans as described in this Staff Report shall be submitted to the Community Development Department for review.
4. The applicant shall obtain all necessary City and building codes permits.
5. Updated landscaping plans with all site and landscaping area dimensions, species, and plant sizes as required per code shall be submitted prior to obtaining a building permit.
6. Signage shall be submitted on a sign permit for review to the Community Development Department prior to installation, and the monument sign reviewed for vision clearance by Public Works. Landscaping around the monument sign shall be maintained to comply with the vision clearance area.

7. The applicant shall submit a demolition permit to the Building Department prior to tearing down the Ship Inn structure.

## Tiffany Taylor

---

**From:** Charles Stuart <futrup@icloud.com>  
**Sent:** Sunday, September 30, 2018 1:50 PM  
**To:** Nancy Ferber  
**Cc:** Tiffany Taylor  
**Subject:** Fairfield Hotel plan



To all concerned,

I'm very concerned about the plans for the Fairfield hotel. To start with I don't believe there is sufficient parking for this project. It appears they're taking the parking from what was Stephanie's cabin and are using that for the hotel, that would leave no parking for the Stephanie's cabin when it reopens in the future in whatever form it will be. Additionally there is no parking for employees of the hotel and that means those people will have to park somewhere else compounding downtown parking problems, this should be resolved.

The dining area as shown in the plan looks as though it will be a restaurant of some sort in the future that will bring even more customers than the hotel rooms and that would necessitate more parking which again isn't there.

In short this is too much building for the parking area; the plan needs to be revised smaller to fit the size of the lot. And then there are the balconies, what a disaster. The idea of people hanging over the walking trail is ludicrous and once you start this pattern you imagine the future. It appears this company has no concern for Astoria whatsoever, their actions speak louder than their words.

The building height should be looked at carefully and the idea of them having an extra floor is beyond belief.

I see no reason for our city to be gracious to the Fairfield developer when we could just as easily be difficult and receive a more and better effort on their part. Once this monstrosity is constructed we Astorians will have to look at it for a long time.

Charles Stuart  
1 Third St. # 104  
Astoria, Oregon  
503-325-2370

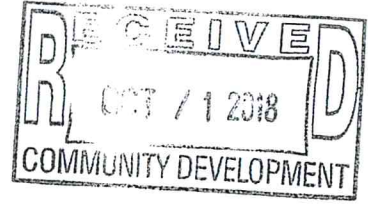
Chuck

Chuck

## Nancy Ferber

---

**From:** BandL Thor <nwtropics15@gmail.com>  
**Sent:** Monday, October 01, 2018 9:58 AM  
**To:** Tiffany Taylor  
**Cc:** Nancy Ferber  
**Subject:** Fairfield Hotel



DRC Members,

Please, go cautiously. Imagine yourself in the future and looking back at the Astoria you helped to create. Make it something you will be proud of.

This hotel plan is lacking in so many ways.

The parking, the height and most important-the boxy, unattractive future image of Astoria that you hold in your hands.

Please, don't allow Astoria to go down this financial one-way path. One boxy establishment in- there will be no stopping others in the future.

We can grow and maintain Astorias flavor and beauty. Look at the Cannery Hotel, even the Holiday Inn Express has some charm to it.

We can be the most beautiful town on the coast- don't sell us out please.

Becky Thormahlen

## Nancy Ferber

---

**From:** Dick Darby <choiboy1953@gmail.com>  
**Sent:** Saturday, September 29, 2018 10:02 AM  
**To:** Nancy Ferber  
**Subject:** Fairfield Hotel project

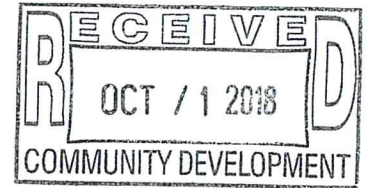


As I have written B4, This building is WRONG for our river front, as are ANY buildings along the river that block the views of our beautiful river!. Put a NO VOTE in on this project!! let these buildings be put in EAST of city limits. We will lose tourists if we allow our views to be covered buy 4 story blobs.!!! Dick Darby

## Tiffany Taylor

---

**From:** JoAnn Wiltrakis <daisyfields@accessnw.net>  
**Sent:** Saturday, September 29, 2018 11:50 AM  
**To:** Tiffany Taylor  
**Cc:** Nancy Ferber  
**Subject:** Fairfield Hotel



Hello-

The picture of the proposed hotel presents a building that is too tall for its site and also looks crammed in to take up every foot. I do not believe their height statements.

Also, they are not saying what they propose to do with the old Stephanie's Cabin. How do we know that the parking will be adequate for the proposed hotel and whatever they suggest as a use for Stephanie's Cabin?

This is a major corporation trying to impose their design proposal on our town to satisfy their expansion greed.

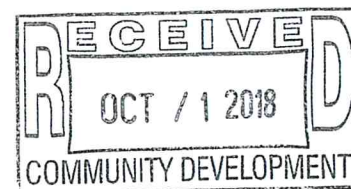
We should not let them do that.

JoAnn Wiltrakis  
410 Jerome Ave  
Astoria

## Tiffany Taylor

---

**From:** Sylvia Perkins <sperkins6@cfl.rr.com>  
**Sent:** Saturday, September 29, 2018 1:27 PM  
**To:** Tiffany Taylor  
**Cc:** Nancy Ferber



Dear Sir:

I am a new owner of a condominium at Columbia House. One of the reasons I bought a place in Astoria is the wonderful river walk which I plan to take advantage of every day along with many other citizens. I am concerned that the proposed balconies facing the river walk in the current Fairfield Hotel proposal will create an uncomfortable atmosphere for walkers and I do not see any real need for them since they will not face the river itself. I hope the city commission will require the elimination of such balconies before the hotel is finally approved.

Best wishes in your considerations,

Sylvia Walsh Perkins  
Columbia House #309

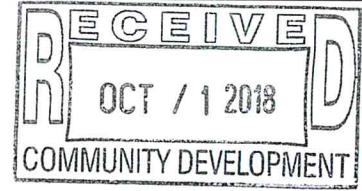


Virus-free. [www.avast.com](http://www.avast.com)

## Tiffany Taylor

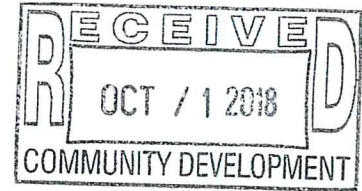
---

**From:** alohash@aol.com  
**Sent:** Sunday, September 30, 2018 9:54 AM  
**To:** Tiffany Taylor; nferber@or.us  
**Subject:** Design Review Fairfield Inn



I'm writing in response to the upcoming review of the adjusted design plans of the proposed Fairfield Inn. As a nearby neighbor I have concerns about the impact of such congestion, not only in how the property development is patched together but also the impact on the significant increase in automobile parking and the lack of inclusion for parking of employees. Also, the intrusion on what traditionally has been available parking for existing businesses is not a good neighborhood introduction, nor is the lack of parking identification for the future declared development of Stephanie's Cabin. That planning and declaration needs to be included in the envelope of this property development and permit request. Entering and exiting the property with the existing highway flow is inadequate planning. The developers need to bear responsibility of ensuring safety of the residents and increased number visitors who will rely on that route. The plans seem to short-sighted and vague in areas. I, as a resident, do not want to experience the "oops" of consequences due to inadequate and self-serving plans of the developer. The property has been purchased and plans have been revealed about what they propose to do; they need to include how they propose to do it and be transparent about the needed remedies to enter the Astoria market as friendly neighbor, not a corporate bully.

Sandy Huston



Dear Design Review Committee member,

I have read the proposed new plan for the Fairfield hotel and while there are some changes most of the plan is the same.

Height of the hotel building still exceeds the 45 foot "limit". The height of the pitched roof is figured by taking the average of the height of the ridge line and the low point of the roof line. This allows them to come in under 45 feet, but in reality the height of the ridge is 47 feet. Then the roof mounted equipment pushes it to within one inch of 48 feet in a major portion. It would be good if height limits were height limits and not almost three feet above. In their June proposal the low point of the project was not under the high point and therefore the distance between was not used for the height of the building. I did not see reference to this in this latest proposal.

Their way of showing that they have a step back is very questionable. 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 as shown on page 42. 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 at part of the total sq footage allowed and also should not be thought of in terms of any setback. 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?

The hotels that I currently walk past on the Riverwalk do not have decks/balconies looking down on me and I appreciate that I am

not distracted by any hotel activity as I enjoy the river, its wildlife and boat/ship activity. They wrote on page 41 that having balconies “allows visual communication between the building users and the Trail uses.” There are other statements that make it appear they think this is a plus for those using the River Trail. I can guarantee that is not the case. The sad part is the proposed Urban Core Plan currently going through review has pictures of 28 - 45 foot buildings on both sides of the River Trail with balconies facing the trail. This will be like walking through a gauntlet with both sides of the trail having people on balconies not only making visual, but verbal contact as people try to peacefully use the River Trail. If this project is approved with balconies facing the River Trail, it will be almost impossible to stop future projects having the same ... resulting in the proposed vision of the current Urban Core Plan document becoming a sad reality. What other hotels have balconies facing the River Trail? Hotels like the Holiday Inn Express and Suites have excellent views without balconies. **The inclusion of balconies is the wish of the developer and you as members of the DRC can eliminate them during the process. Please realize the design that is before you is not from your staff and that they have made suggestions to make the project better for Astoria, but the developer decided not to accept them.**

The Urban Core Plan starts at 2nd Street and continues to 16th Street. While this project is just outside of the area, it will set the standard of what will be accepted. The packet that was used at the City Council, Planning Commission and public meeting is found by scrolling down this link. [http://astoria.or.us/assets/dept\\_3/agendas/8718\\_APC\\_Agenda\\_Packet.pdf](http://astoria.or.us/assets/dept_3/agendas/8718_APC_Agenda_Packet.pdf)

To see the image of what could be our future River Trail please scroll down to page 16 of 19. You will see an image of buildings with balconies on both side of the trolley tracks. Based on the paragraph below the pictures they could only be about 30 feet apart and so the picture isn't really to scale. During the public meeting people were not pleased with the size of the buildings — even with step backs. The idea of having "managed views of the river through building corridors" as written in the first bullet point on page 3 of 19 also was not looked on with favor, but hopefully some of you were there and know this. I hope all of you will attend all public meetings on the Urban Core Plan and give your thoughts as a citizen. The 10 year old Urban Core Plan needs to reflect today's public thinking and will if enough speak up. I currently live in the Columbia House condos at the end of 3rd Street and if that building was before you next week, I would strongly speak against it, but it currently works very nicely for a family member's needs. Since almost the entire west face of the Columbia House is made of windows with bedrooms behind about half of it, some of us are concerned that balconies will make it easy to look in to our places — mainly in the evening when light are on, but it could happen anytime. **I for one do not want to live with my shades/curtains drawn much of the time. Please remove balconies from their wish list before any vote.**

Now that the parking lot on the east side of 2nd Street is mostly leased to others, it is even more important that their parking plan is believable for both the hotel and ideally the future repurposing of Stephanie's Cabin. The parking has 33 spaces for compact and 32 for standard with 5 handicapped which allows them 70 when our City's standards requires at least 66 (page 28). If you look, you will see they use all the spaces on the west side of Josephson's Smokehouse to meet their required parking spaces. This is where most people park to go to

Josephson's. Standard parking spaces should 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 vegetation. They still do not have what one would expect for their 25-35 employees mentioned in the Daily Astorian article found below my name, but again our City doesn't require anything. We now know why they are not including Stephanie's Cabin as part of the proposal before you and because of the lack of parking we maybe never will. The project's traffic study was not available last week, but I would not be surprised if it shows no increase in traffic over previous uses, but again this lacks including Stephanie's Cabin in the new study which makes it inadequate and misleading. A proper study might change your opinion on the size of the project and other design features of the project site. Suggested design upgrades on 2nd Street should be provided. When the Sip Inn was open cars lined up behind a car waiting to make a left turn onto Commercial when all they wanted was a right turn. The single lane at the intersection must be required 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 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 on page 3". The large breakfast bar area could easily be turned into a lunch and/or dinner facility later in the day. The size of the food preparation/kitchen area and the many eating places on page 36 leads one to believe they will be back for a restaurant. 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.

In the Daily Astorian found below my name "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 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 DRC 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 planning to clean up “hotspots” along the trolley tracks and in the river under the ballast north of the capped parking lot.

How will the project be designed to prevent people from going down under the trestle to the small beach and rock area where one sees people walking on the ballast rocks? I assume this 66 room hotel will bring more people to go down to **this historic designated location within our City.**

Will the 20 deck lights be controlled by the hotel or will they only be on when the hotel guest wants them on? There is no reason for them all to be on all night and having them off when not needed by the hotel guest seems to make sense. **In fact many of the hotel lights should be on timers to reduce glare, light pollution, and energy demand.**

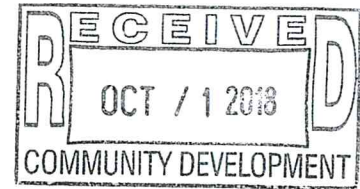
With taller and taller buildings in Astoria the City needs written solid waste/recycle guidelines such as the following: <https://www.san Joseca.gov/DocumentCenter/Home/View/437>. **There needs to be an opening so a person can access the bins without opening the doors which garbage trucks must use.** 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. There needs to be some type of roof or slats over the bins so people are not looking down on the trash bins — like hotel guests. The June staff report suggested the door for a person is a good idea, but there is no mention of the slats or beams above the trash container. I hope you will require both and suggest they become the new standard for our City before you vote. I do appreciate the proposed site of the garbage bin and hope it will remain in that location.

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 reported 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 if all our hotel rooms are booked. Are we limiting our ability to provide more needed homes because we have too many booked hotel 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 they are reducing the life of our sewer plant when the projects are at maximum capacity. Documents before decision makers need to address a project's cumulative, direct/indirect and growth inducing impacts. The DRC 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.

Sincerely,

George (Mick) Hague



### **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 four-story, 66-room hotel, repurposing The Ship Inn building as a lobby, kitchen and part of a dining area.

Attendees 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.

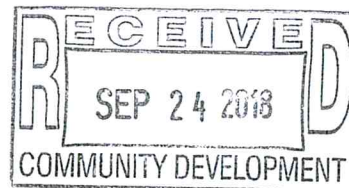
Hollander Investments, which had originally competed for the operation of the Astoria Riverwalk Inn, has also leased a strip of land from the Port of Astoria near Maritime Memorial Park. Near the end of the meeting, Mullen was asked about a rumor that his company wants to develop five Marriotts in the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



DR# DR18-01R

9-19-18



DEAR MS. TAYLOR;  
STILL NO!!

— WE MOVED TO OUR BEAUTIFUL CITY  
FOR THE VIEW!

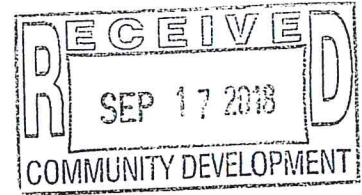
IF FOLKS LIKE HOLLANDER <sup>"</sup>HOSPITALITY<sup>"</sup>  
GET A FOOT IN, THERE GOES THE  
VIEW, AND, W/O A VIEW, WHO IS GOING  
TO FILL THESE ROOMS??

LET THEM GO TO WARRENTON, OLCNY,  
ANY WHERE BUT HERE.

ALSO! GET THE SITE ~~AND~~ PLAN  
COMPLETED FOR THIS AREA SOON!

Dick  
Darby

Roger Rocka  
362 Duane Street, Astoria  
Re: Riverfront



In the 80s and as recently as the early 90s, our riverfront largely had the look of a weed infested, junk strewn abandoned rail yard...

But as a result of many years of vision, (Jim Flint, Edith Henningsgaard, Robert Murase), and persistent step by step hard work and long negotiation by Paul Benoit ...

We now have a unique, irreplaceable, miles long park with stunning, soul warming views and strong sense of place.

Of course this is attracting people from elsewhere who want to profit now from what they had no part in creating.

In the Urban Core portion of the riverfront we still have 1950s zoning - most recently updated in the 1980s, when astoria was in rough times.

This Zoning leaves little room for the council to respond in behalf of our residents, who say in meeting after meeting, "we don't want a wall." Zoning has to be addressed.

That'll mean lots more work, discussions with good, local property owners, whose livelihood is on the river, and who don't want to lose economic value. But none will benefit from allowing our unique riverfront and its views of our environment and our history to be spoiled.

Speaking of views, the would-be Fairfield hotel developer still hasn't made provision for the required 70 foot view corridor on their site.

In all, they've made little effort to honor their site, starting with a cookie cutter design, the same as Fairfield's all over the country, and trying to tell us it was something else. Now they've added a little mascara and blush. Maybe it's better but the question is still whether it's good?

Worse yet, their lawyer insulted the years of care and work by city leaders, city staff, city residents and the Murase Plan by having the impudence to tell you that the city's comprehensive plan, the riverfront vision plan and historic landmarks don't matter.

That whole hearing was an ugly muddle and their last minute design tweaks shouldn't have been a part of it. As several of you asked at the time, "what is it that we're deciding?"

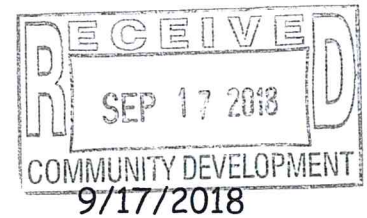
It ended with what in my view was a huge mistake, scammed by their lawyer into throwing out the work of fellow citizens on the historic landmarks commission. The council shouldn't be taking its legal advice from a developer's lawyer.

I urge you to reconsider that action. If that site is just a bunch of rocks, sticks and a rusty old piece of metal, then Gettysburg is just a bunch of grass, Plymouth Rock is a stone on the beach, and that green line that shows where the Astor party's original settlement was, which became fort george and then astoria - is just a little paint on the pavement. That lawyer's argument was ludicrous.

Those rocks are ballast rocks from sailing ships that used to call here. The boiler is a reminder that there were 40 canneries on this stretch of the river because of salmon runs so thick the Clatsop's and Chinooks thanked the spirits for them and didn't need to fear hunger. Those things represent what happened here.

The council, the city and our residents have had the wake up call. Now it's time to stiffen our backs and get to work.

###



Mayor LaMear and Members of the Astoria City Council:  
RE: Appeal by the Hollander Group

I represent only myself, as a private citizen. Between 1995 and 2015, I volunteered as chair of the bi-state group that brought a five day national Lewis and Clark Bicentennial event. I served for eight years as a member of the Oregon Heritage Commission - as it's chair from 2013-15, representing this region. You can see my signature in the hallway, recognizing the Astoria Regatta as an Oregon heritage event.

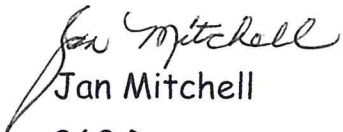
I attended the hearings of the Historic Lands Commission and the Design Review Committee on the hotel proposed by Mr. Hollander, and then the appeal hearing.

I'm speaking to the issue of the appropriateness of historical review of this waterfront site, as expressed by some members at the appeal hearing. I believe that it was the applicant's attorney who described the riverfront as something approaching "some sticks, some rocks and a piece of rusting machinery". Attorneys arguing for their clients are not expected to be visual folks, nor to sing the praises of a site if to do so does not advantage their client. Yet anyone who has been anyplace out of this area knows that it is the magnificent Columbia River, the remnants and echos of the White Star Cannery, the water lapping as the tide comes in, the cormorants drying their wings on the pilings and the mallards swimming by that draws this hotelier and his architects to Astoria's waterfront. Otherwise, they could locate in Bakersfield, California and not have to deal with either design or historical review. We are in the enviable and serious position of having a limited and desirable resource--our community's "front yard".

When I stand there, over-looking the pilings and ballast rocks, my mind goes to the canoes of the Clatsop and the Corps of Discovery, the sailing vessels, the Chinese who built the rip-rap, the canneries, and fisheries over 2 centuries. We deserve architects and investors who acknowledge and echo that history rather than disparage it. By agreeing that only buildings can be deemed of historic significance, you set a precedent that others may want to use.

They want OUR business, this location, not the other way around. All you have to do is drive our streets in summertime to know that pulling in "more business" is not our highest priority. If so, why not **honor** the White Star Cannery using those photos they showed--maybe in their restaurant or an historic sign along the River--or both, if they so love Astoria? This IS a special place, and **you** are the ones of this period in history who have the task of making decisions which will honor our waterfront and community, influence future decision-makers and set precedents.

Thank you for your consideration.



Jan Mitchell

362 Duane

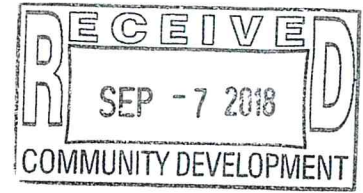
Astoria, Or 97103

503 836-7820

## Tiffany Taylor

---

**From:** Terrie Bay Powers <trrbaypowers@gmail.com>  
**Sent:** Friday, September 07, 2018 7:29 AM  
**To:** bester@astoria.or.us; Tiffany Taylor; Nancy Ferber



I want to write to encourage you and the commission to really review our waterfront plan and the developments proposed for our city. Now outside interests are turning their attention to the South Slope, which is a quiet, desirable neighborhood, and planning to make it, too, a tourist destination.

I spent the day today in Manzanita and it is so obvious down there that the quiet lovely town that was is on a fast track to becoming another Seaside and Cannon Beach with housing no regular resident can afford, unbelievable traffic, and few living wage jobs.

This is the way Astoria seems to be going as well and I feel sadness and anger that outside money can come in and erase our way of life, not enhance it in any way.

There is still time to prevent this. We don't need two more chain hotels. We need low income housing, a solution to our homeless problem and living wage jobs as our priority. On the South Slope, we could use a grocery store because the traffic to get to the two others in town, especially in the summer, is unbelievable. I urge the commission and the city council to consider this carefully and to move swiftly before it is too late. Be bold, make decisions and codes that enhance and preserve our town – we don't need more lengthy studies while the developers take over.

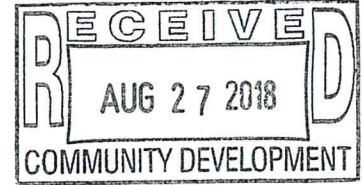
Sincerely. Terrie Powers

Sent from Mail for Windows 10

## Tiffany Taylor

---

**From:** Mary Schnase <mschnase@pacifier.com>  
**Sent:** Sunday, August 26, 2018 5:17 PM  
**To:** Tiffany Taylor  
**Subject:** Fairfield



I am dismayed by the new plans for the Fairfield as they are still going with four stories which will essentially block the last little piece of the river for anyone driving through town, making it less likely they will stop to enjoy the other offerings of our town. I will admit it is better than the cobbled up mess that was previously submitted but the new plan in no way reflects the character of our town and wasn't that one of the instructions from the get go? I also didn't care for the tone of Mark Hollander when he said that the town needs this, how would he know what our town needs? He doesn't live here and doesn't appear to care much about what our town needs which isn't more low paying jobs so more people can try to find housing that is non-existent in their price range. Thank you for all you're doing and you can count on my vote!

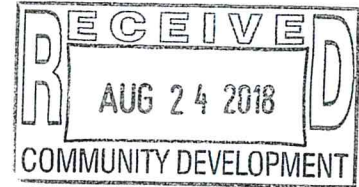
Mary Schnase



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

August 24, 2018

Astoria City Council  
1095 Duane St.  
Astoria, OR 97103



Dear Council Member,

First of all, I want to express my appreciation for the time and effort you devote to the service of Astoria. Regardless of whether we agree or not, that service is worthy of thanks.

I find it hard to express, however, the level of the sadness I have that the Council so easily caved in to the desire of an out-of-state (let alone out-of-city) developer while virtually ignoring the concerns of local residents both individually and through the deliberations and decisions of the Historic Landmark Commission and the Design Review Committee. The Council even went beyond what was being requested by the developer. The developer was asking for clarification of criteria for consideration of historic landmark concerns while the Council, in effect, said that there couldn't possibly be any applicable criteria without even the common courtesy of giving the HLC an opportunity to respond..

It was my understanding that the role of the Council in last night's meeting was to either grant or reject the appeals to the denials of the HLC and DRC of an already proposed hotel that had worked its way through the system—it was not to examine new requests. It was disconcerting to hear one council member who appeared to take umbrage at the mere suggestion that the council might possibly be influenced by the presentation of a different design proposal later clearly state that he was opposed to the earlier box-like design which could be found in any other city, but that he was in favor of the new design.

Let me note here that the new proposal would never have seen the light of day had it not been for the resolute response of Astorians and the denials of the HLC and DRC. It should be obvious that the primary driving force of the developer is profitability—not the good of Astoria and Astorians. Otherwise, something like the new proposal would have been presented in the first place. The developer will build a building, leave, and collect the profits while Astoria and Astorians will be left to deal with the consequences. (By the way, a 3-story hotel should easily meet the height requirement and require less parking space. It might not be as profitable, but I would think that it should still make money.)

I must say that the response of the council to this project has not given me much confidence concerning future development of the riverfront. While some would say that large scale development is just foresighted, people with buyer's remorse in many localities would call it shortsighted.

Thank you again for your service and the opportunity to share these concerns with you.

Sincerely,  
Glen R. Boring

## Nancy Ferber

---

**From:** Craig Riegelneegg <craig.riegelneegg@carletonhart.com>  
**Sent:** Thursday, September 27, 2018 3:33 PM  
**To:** Nancy Ferber  
**Cc:** Michelle Black; rosemaryjcurt@gmail.com  
**Subject:** RE: square footage confirmation

Hi Nancy,

I wanted to follow up on our conference call yesterday to confirm the Owner's intent regarding lot consolidation on the site. We were able to get general confirmation from ODOT that a consolidation would not affect the possibility of permitting or further review on their end one way or another.

That being the case, our intent is to pursue a consolidation of a six parcels/taxlots into one, with the understanding that that will allow all code regulations that reference lots and lot lines to be applied to the entire site. The Owner acknowledges that future planned renovation of the Stephanie's Cabin building will require parking to be provided off-site or otherwise in conformance with the code. He also understands if the consolidated lot is subdivided in the future, then any redefined lots will have to demonstrate conformance with landscape coverage and all other code requirements.

I will be amending our submittal accordingly. As we discussed, we will be proceeding with the lot consolidation as a condition of approval if the project proceeds. You mentioned that you would like to see this prior to building permit, and this is one item that we would like to discuss, as the Owner prefers that the permit be granted prior to the lot consolidation. Maybe we can allow the applications to tack together, such that the consolidation is held for final approval until the permit is ready to be issued, or something along those lines. I am hoping that this will be a pretty easy sequencing issue to resolve. The Owner just wanted to be protected in the off-chance that anything happens with the permit application.

Please proceed with your review with the understanding that this is the intent. I will have this and all revisions and additions to you early next week. Thanks for taking to time to talk to us about this.

craig riegelneegg, AIA | project architect  
**CARLETON HART ARCHITECTURE PC**  
830 sw 10th ave #200, portland, or 97205 | 503 206 3191

---

**From:** Craig Riegelneegg  
**Sent:** Tuesday, September 18, 2018 2:46 PM  
**To:** 'Nancy Ferber' <nferber@astoria.or.us>  
**Cc:** Brett Estes <bestes@astoria.or.us>; Michelle Black <michelle.black@carletonhart.com>  
**Subject:** RE: square footage confirmation

Hi Nancy,

I was looking through our earlier communications on the lot line consolidation at 2<sup>nd</sup> and Marine Drive, and I recall that Nathan Crater was involved with the discussion somewhat. This was during the pre-app last year, when we discussed it (Item 1 in the minutes) and determined that the parcels around the hotel should be consolidated, as we are currently showing. I wanted to mention that in case it would be a good idea to invite Nathan or someone from his department to next week's call as well. Thanks!

craig riegelneegg, AIA | project architect  
**CARLETON HART ARCHITECTURE PC**  
830 sw 10th ave #200, portland, or 97205 | 503 206 3191

---

**From:** Nancy Ferber <[nferber@astoria.or.us](mailto:nferber@astoria.or.us)>  
**Sent:** Friday, September 14, 2018 3:11 PM  
**To:** Craig Riegelneegg <[craig.riegelneegg@carletonhart.com](mailto:craig.riegelneegg@carletonhart.com)>  
**Subject:** RE: square footage confirmation

Hi Craig

Clarifying the proposed lot lines and associated square footage and use on each parcel is going to need a larger conversation. I'm concerned about the proposed consolidation that will have the Stephanie's cabin structure straddling lot lines. Reconfiguring the lot lines will affect the parking and landscaping percentages at the site, and will trigger the need for easements.

Are you available on Wednesday the 26<sup>th</sup> at 9am for a skype call? If not, let me know a time on the 27<sup>th</sup> or 28<sup>th</sup> that would work.

Thanks  
Nancy

---

**From:** Craig Riegelneegg [<mailto:craig.riegelneegg@carletonhart.com>]  
**Sent:** Friday, September 14, 2018 1:33 PM  
**To:** Nancy Ferber <[nferber@astoria.or.us](mailto:nferber@astoria.or.us)>  
**Subject:** RE: square footage confirmation

Hi Nancy,

11,798 sf is the lot coverage per 2.400, not the overall square footage of the building, which is calculated elsewhere and is around 29,600 sf. The previous lot coverage was marginally different, but it was never anywhere near 29,000, and that is near the max 30,000 sf size for the whole project.

The site diagram shows the four tax lots as "proposed" because the intent is to consolidate 7499.98, 12500.05 and 10008.22 so that four lots remain. You may recall that we talked about some type of consolidate previously—this is what we settled on in order to capture the whole hotel building within one consolidated lot for now. In the narrative diagram I just called out lots as 1, 2, 3, and 4, hoping that would keep from confusing people, but I can elaborate more on this intent if that would be helpful.

We had initially just calculated landscaped open area per 2.405 in order to account for the percentage across the whole site (all six current parcels), since this seemed to be the intent of the code. But after Brookley forwarded me some communication from you regarding these area calcs, CHA decided to generate the extra Site Diagram and calculate for all four proposed parcels individually, and for the full site, in order to clearly show that we will be compliant upon permitting, whether the taxlots are taken individually or in total. To my mind, this could and probably should be a condition of approval.

Hopefully that all makes sense. If we have mislabelled anything such that it's not clear, please let me know and we will correct. I am also happy to discuss over the phone if it helps. I am out of the office today but can give you a call; just let me know.

craig riegelneegg, AIA | project architect

**CARLETON HART ARCHITECTURE PC**

830 sw 10th ave #200, portland, or 97205 | 503 206 3191

**From:** Nancy Ferber <nferber@astoria.or.us>

**Sent:** Friday, September 14, 2018 1:12 PM

**To:** Craig Riegelneegg <craig.riegelneegg@carletonhart.com>

**Subject:** square footage confirmation

Hi Craig,

In reviewing your revisions I need clarification on the lot sizes and square footage of the new proposal. The narrative says 11,798, and the previous submission was 29,000+. Is 11k correct? The site diagram on page 4 does not match the existing square footage of tax lots/platted lots. Please adjust the square footage calculations to reflect the lot sizes as show below. There are in fact only 4 platted lots with lot numbers at the site, and 6 tax lots. A screen shot is below. This could potentially affect your lot coverage and landscaping percentage requirements. Thanks.



**Nancy Ferber**

City Planner

Community Development Department

City of Astoria

1095 Duane Street



CITY OF ASTORIA  
Founded 1811 • Incorporated 1856  
COMMUNITY DEVELOPMENT

WAIVER OR EXTENSION OF 120 DAY RULE AT APPLICANT'S REQUEST

Applicant: Sam Mullen / Craig Riegelhegg

Application Request No.: DR 18-01

Date of Original Request: 7/25/18 (deemed complete)

Pursuant to ORS 227.178\*, the Applicant:

       Waives its rights to a decision on the above application within 120 days of the date the application is deemed complete.

X Extends the 120 day time period for a reasonable period of time of 20 days <sup>from 8/23/18</sup> [ORS 227.178(4)] to 12/20/18. Total period may not exceed 245 days.

Applicant signature

8/23/18  
Date

Name: SAM MULLEN

Address: 119 N. Commercial St.  
Bellingham, WA 98228

Phone: (206) 799-9869 email: Sam@hollanderhospitality.com

**\* 227.178 Final action on certain applications required within 120 days; procedure; exceptions; refund of fees.** (1) Except as provided in subsections (3) and (4) of this section, the governing body of a city or its designee shall take final action on an application for a permit, limited land use decision or zone change, including resolution of all appeals under ORS 227.180, within 120 days after the application is deemed complete.

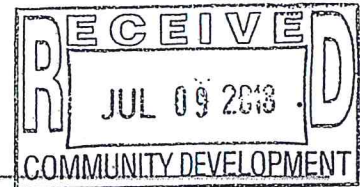
(4) The 120-day period set in subsection (1) of this section may be extended for a reasonable period of time at the request of the applicant.

(9) A city may not compel an applicant to waive the 120-day period set in subsection (1) of this section or to waive the provisions of subsection (7) of this section or ORS 227.179 as a condition for taking any action on an application for a permit, limited land use decision or zone change except when such applications are filed concurrently and considered jointly with a plan amendment.



# Oregon

Kate Brown, Governor



Parks and Recreation Department  
State Historic Preservation Office  
725 Summer St NE Ste C  
Salem, OR 97301-1266  
Phone (503) 986-0690  
Fax (503) 986-0793  
[www.oregonheritage.org](http://www.oregonheritage.org)



July 9, 2018

City Planner  
City of Astoria Community Development  
Astoria City Hall  
1095 Duane Street  
Astoria, OR 97103

RE: SHPO Case No. 18-1100

City of Astoria, NC18-01, Hallander Hospitality, Fairfield Inn Hotel  
New construction

1 2nd Street (8N 9W 7 TL 11800, 11900, 1300, 1400, 1501, 1700, Astoria, Clatsop County

To Whom It May Concern:

Our office recently received a request to review your application for the project referenced above. In checking our statewide archaeological database, it appears that there have been no previous surveys completed near the proposed project area. However, the project area lies within an area generally perceived to have a high probability for possessing archaeological sites and/or buried human remains. In the absence of sufficient knowledge to predict the location of cultural resources within the project area, extreme caution is recommended during project related ground disturbing activities. Under state law (ORS 358.905 and ORS 97.74) archaeological sites, objects and human remains are protected on both state public and private lands in Oregon. If archaeological objects or sites are discovered during construction, all activities should cease immediately until a professional archaeologist can evaluate the discovery. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. If the project has a federal nexus (i.e., federal funding, permitting, or oversight) please coordinate with the appropriate lead federal agency representative regarding compliance with Section 106 of the National Historic Preservation Act (NHPA). If you have any questions about the above comments or would like additional information, please feel free to contact our office at your convenience. In order to help us track your project accurately, please reference the SHPO case number above in all correspondence.

Sincerely,

Jamie French, M.A.  
SHPO Archaeologist  
(503) 986-0729  
[Jamie.French@oregon.gov](mailto:Jamie.French@oregon.gov)



## CITY OF ASTORIA

Founded 1811 • Incorporated 1856

### COMMUNITY DEVELOPMENT

October 2, 2018

To: Design Review Committee

**Re: Application Materials submitted by Carleton Hart Architecture for Hollander Hospitality to construct a Fairfield Inn**

Due to the size of the applicant's plans, please pick up your copy from the Community Development Department at 1095 Duane St., Astoria.

A pdf version is also available on the City's website.

If you have any questions, or need additional information, please feel free to contact me at (503) 338-5183 or at [ttaylor@astoria.or.us](mailto:ttaylor@astoria.or.us)

Tiffany Taylor  
Administrative Assistant  
Community Development Department



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

**CITY OF ASTORIA  
NOTICE OF PUBLIC HEARING**

Mail 9-17-18  
Email 9-17-18  
Web 9-17-18

PUB 10-2-18

The City of Astoria Design Review Committee will hold a public hearing on **Tuesday, October 9, 2018 at 5:30 p.m.**, in the Astoria City Hall Council Chambers, 2<sup>nd</sup> Floor, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

1. Design Review Request (DR18-01R) by Craig Riegelneegg, Carleton Hart Architecture for Hollander Hospitality to construct a four story hotel at 1 2nd Street (Map T8N R9W Section 7DA, Tax Lots 11800 & 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria) in the C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone. Development Code Standards 2.385 to 2.415, 14.001, 14.085 to 14.125, 14.500 to 14.510, 14.520 to 14.545, Articles 4, 5, 6, 7, and 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.067 to CP.068, CP.130 to CP.186, CP.190 to CP.210, CP.240 to CP.255 are applicable to the request.

A copy of the application, all documents and evidence relied upon by the applicant, the staff report, and applicable criteria are available for inspection at no cost and will be provided at reasonable cost. A copy of the staff report will be available at least seven days prior to the hearing and are available for inspection at no cost and will be provided at reasonable cost. All such documents and information are available at the Community Development Department at 1095 Duane Street, Astoria. If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Contact the Planner at 503-338-5183 for additional information.

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 at 503-338-5183 48 hours prior to the meeting.

All interested persons are invited to express their opinion for or against the request(s) at the hearing or by letter addressed to the Design Review Committee, 1095 Duane St., Astoria OR 97103. 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 Design Review Committee and the parties an opportunity to respond to the issue precludes an appeal based on that issue.

The Design Review Committee'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 Design Review Committee'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 Design Review Committee shall be final.

The public hearing, as conducted by the Design Review Committee, 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 Design Review Committee. The Design Review Committee 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  
Tiffany Taylor  
Administrative Assistant

MAIL: September 17, 2018