



# AGENDA

## DESIGN REVIEW COMMITTEE

**July 10, 2018**

**5:00 p.m.\***

*(\*HLC will convene at 6:30pm)*

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

**1095 Duane Street • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
  - a. Pending receiving transcription of June 25, 2018 meeting
4. PUBLIC HEARINGS
  - a. Adopting findings of fact from continuation with tentative denial from 6/25/18 meeting for:  
  
Design Review Request (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 & 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.**



## CITY OF ASTORIA

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### COMMUNITY DEVELOPMENT

# MEMORANDUM

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DATE: July 5, 2018

TO: DESIGN REVIEW COMMITTEE

FROM: NANCY FERBER, CITY PLANNER

SUBJECT: REVISED FINDINGS OF FACT FOR DR18-01

At the June 25, 2018 DRC meeting, the Committee reviewed findings of fact outlining criteria and areas that needed to be addressed for the development at 1 2<sup>nd</sup> street. The DRC moved to tentatively deny the request, and consider revised findings of fact.

Attached is a revised set of findings for denial. The public hearing for the proposal was closed, no additional design documents by the applicant or public comments were allowed for submittal. The deliberation to consider findings was continued to the meeting scheduled July 10, 2018. Committee Members may edit the findings further at the meeting. DRC will meet at 5pm.

As a separate matter unrelated to this permit request, the regularly scheduled DRC meeting August 2<sup>nd</sup> is canceled.

STAFF REPORT AND FINDINGS OF FACT
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July 5, 2018

TO: DESIGN REVIEW COMMITTEE

SUBJECT: DESIGN REVIEW REQUEST (DR18-01) 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**

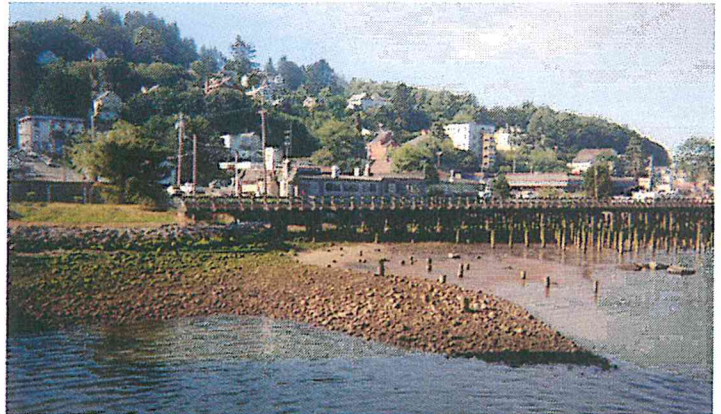
- A. Applicant: Craig Riegelneegg – Carleton Hart Architecture  
830 SW 10th Avenue, #200  
Portland OR 97205
- B. Owner: Hollander Properties LLC  
Fair Whether LLC  
Mark Hollander  
119 North Commercial Street # 165  
Bellingham WA 98225
- C. Location: 1 2<sup>nd</sup> Street Tax Lots 11800 & 11900; 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 Design Review Committee consideration the site will be going through review by the Historic Landmarks Commission due to the unique structural features 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 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. Additional details on the historic significance of the site are included for review by the Historic Landmarks Commission in application NC18-01.



The location also lies within the Bridge Visa Overlay zones, 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 and unplatted lots fronting Block 1. Prior to any construction, the applicant shall submit a lot line adjustment permit to the Community Development Department to combine the lots.



### Proposed Construction



This proposal is to construct a four story hotel with covered parking on the ground floor, and rehabilitating the attached Ship Inn structure as a reception area for the hotel. The proposed new building includes a footprint of 12,518 square feet, 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 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. The proposal is also under review by the Historic Landmarks Commission for New

Construction, triggered by an adjacent historic site/structures.



Final design documents and site plans are dated April 10, 2018 with the addition of one amended page related to grading.



## Construction at a glance:

**Style/Form:** Four story rectangular shaped building with a parapet wall. The proposed structure is an addition to the existing Ship Inn, which will be incorporated as a reception area. The building is stepped back on the second and third floors, allowing for additional height.

**Roof:** The proposed building is 44' 10", with a parapet over the new construction portion, and maintaining the existing mansard sloped roof on Ship Inn. Proposed materials include gray membrane over the new construction and flat portions of Ship Inn, and natural cedar shakes along the existing roofline,

**Siding:** Samples of proposed exterior wall treatments have been submitted, treatment is a synthetic wood siding with horizontal shiplap, metal panels below guestroom windows, and a metal grate pattern enclosing the parking area.

**Door and windows:** Entry doors have a storefront glazing, and movable glass wall system. Fiberglass windows with synthetic wood plan soffits, metal flashing, and pressure treating wood furring strips with modular wood framing. Proposed guest doors are glazed fiberglass swing styled

**Other Design Elements:** synthetic wood plank awnings and cornices

**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, deck lighting and accent lighting for signage (page 37).

**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.



### 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 June 1, 2018. A notice of public hearing was published in the *Daily Astorian* on June 18, 2018. Any comments received will be made available at the Design Review Committee (DRC) meeting. As required per Article 9, on site notice was posted at the site, near 2<sup>nd</sup> street. The request was tentatively

denied at the June 25, 2018 meeting. The public hearing was closed, and the permit was forwarded to July 10, 2018 at 5pm to consider revised findings of fact.



### 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, and major renovation of the Ship Inn structure 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.

- 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:

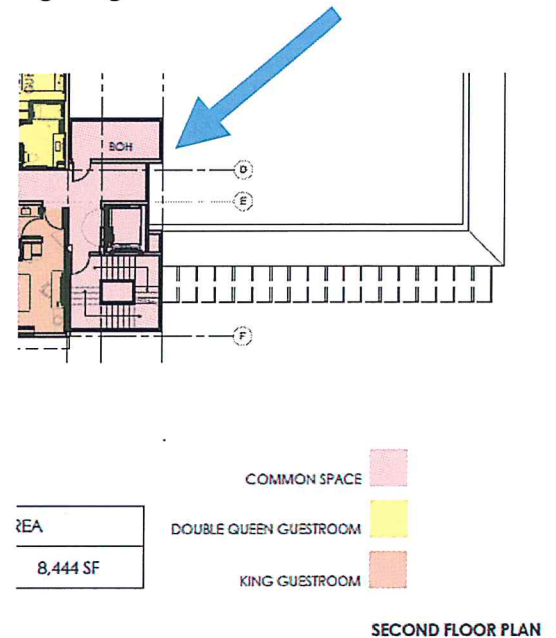
1. *Maximum building height is 35 feet except as noted in subsection (2) of this section.*

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 states the new construction hotel portion of the development is proposed to have a parapet no more than 44' 10" above the grade datum. The applicant has used the northwest corner of the building to as the lowest data point for measuring height. The rehabilitated Ship Inn portion of the project will not exceed the height maximum.

The proposed structure incorporates the Ship Inn structure, it is not a detached structure, and as such is proposed to become a part of the new building. 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 based on Section A of measuring height.

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. The proposed plans on page 39-41 show elevator, stairs and additional common space in the proposed section of the tower that is above the 45'. The applicant has proposed that the Design Review Committee permit the addition of the area referenced as "BOH" as an ornamental tower element. They have stated there is the possibility of including other mechanical equipment in this area.



The DRC had concerns about the height of the structure. While the Development Code allows for height exceptions, DRC determined the ornamental tower feature did not meet the criteria.

- 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, it abuts private property. To the east, a view corridor along 2<sup>nd</sup> street is applicable to the proposal.

The applicant notes the privately owned parking lot to the east provides additional view corridor, however the criteria in 14.113B specifically notes 35' from the centerline, and property to the east may be developed in the future. The view corridor cannot be extended to the east to potentially limit buildability on a separately owned property. The minimum setbacks from 2<sup>nd</sup> street west to provide the view corridor incorporate an existing non-conforming structure (Ship Inn). Per article 3.190 "Nonconforming Structures" an existing non-conforming structure may continue "A...is location on the lot, or other requirements concerning the structure, such structure may continue so long as it remains otherwise lawful". The height on the Ship Inn portion of the project will not be increasing, and not increasing its non-conformity.

If additional height or massing were added to Ship Inn, Section 3.190 B and C relating to expansion and change of a non-conforming would apply, and the Planning Commission may permit an expansion of non-conforming use in excess of 10%. However, the applicant is proposing incorporating the existing structure, not significantly altering the existing building which is existing-non conforming in relation to setbacks.

## 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: The applicant proposed the new portion of the project will be set back 10' from the property line on the north side of the site, including the parking lot. The applicant shall confirm the exact location of the trash enclosure in relation to setbacks, and provide a survey, if available, to confirm the setbacks from the property line.

The development is on the north side of the tax lots owned in common by the applicant. Some of the tax lots front Marine Drive. One section of the L shaped site abuts Marine Drive. with the former Stephanie's Cabin building along that frontage. 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.

The applicant notes it is not possible for the mass to be organized to meet the setback, but has not provided alternative siting options such as

multiple smaller buildings providing a walkway, plaza, courtyard or other pedestrian-orientated design amenity to better incorporate public gathering space.





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.*
2. *Additional Building Height.*

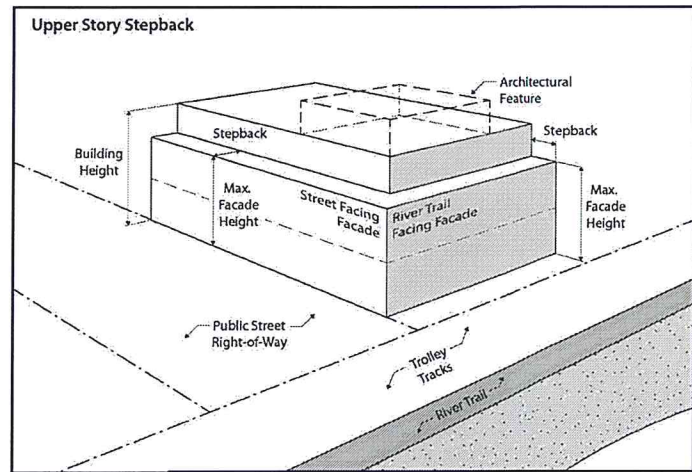


Figure 14.113-1: Building Stepbacks

*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 allow for a taller building height. The second floor is step backed 6' from the ground floor, and the third floor steps back an additional 4', meeting the required 10' at the third floor. These stepbacks allow a break in the bulk of the façade on the north elevation. 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*

*The applicant has provided the following calculations for gross floor area:*

First Floor	5,952 square feet
Second Floor	8,444 square feet
Third Floor	7,693 square feet

Fourth Floor	7,693 square feet
Total Area	29,782 square feet

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:

Calculations in the narrative and site plans differed. In a revision dated 6/15/18 the applicant confirmed the floor area calculations for the building are as follows: The applicant notes calculations exclude area of covered parking (Item e), the open west stair (Item c) and guestroom decks (Item d and “exterior wall” designation). The trash enclosure is not included in the calculations as it is not an enclosed structure.

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. The four story section of the hotel falls under “new construction”, incorporates the former Ship Inn as an existing component.

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.

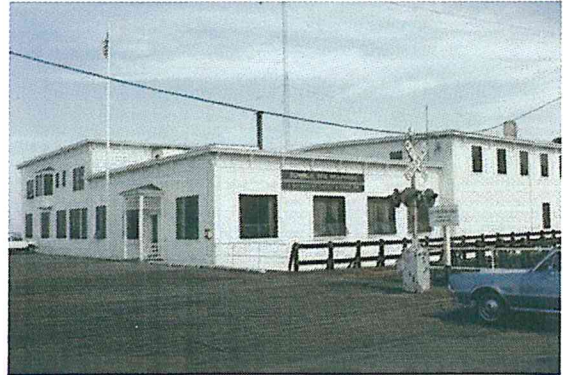
H. Guidelines for All Uses 14.115 B(2) states the following:

- 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: The applicant notes guidelines “a” and “b” appear to address rehabilitation and renovations only. It is The Committee’s interpretation that 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. Guidelines “a” and “b” are applicable to the site as the development incorporates reuse of an existing structures, whose character shall be “retained,” and applying standards for the new construction portion of the building. The applicant notes the new construction portion of the building is not an “addition” but a “new building with a new use, and nevertheless designed to work to together as one balanced architectural entity and as a single operating hotel.

The proposed reuse of the Ship Inn retains the basic building form and exterior wall treatment. The four story building is not in scale with the other buildings along the waterfront. Buildings formerly along the

waterfront (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. Former canneries are just one example of designs which can incorporate a large footprint and high density use. The proposed design for the new construction as an addition to the existing Ship Inn building shall address guidelines “a” and “b” applicable to new construction and renovations. As noted in the applicant’s materials on pages 4-7 in part B of the application, the waterfront has a diversity of designs including structures housing industrial uses, manufacturing, historic structures, and contemporary mixed use buildings.



DRC noted issues with the treatment of the Ship Inn structure related to both 14.115 B 1a and 1b. There were concerns the design of the new construction of the hotel did not tie into maintaining the characteristics of the site, or provide an appropriate transition between the new and existing structure.

The DRC also determined the scale, massing and material designs were not appropriate for the site. The four story box type of design was determined to be out of scale with the existing structure and street façade. The massing was too uniform and square shaped. The applicant did not address how the new construction did not “deform or adversely affect the composition of the façade,” or scale with the building.

The DRC concluded the design for the transition from the Ship Inn to the new construction did not meet criteria, noting the structure should be treated as its own site, better incorporated into the new construction piece, or designed to differentiate between the structures similar to how cannery structures were aggregated.

- 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: As mentioned above, the design for both the renovation and new construction shall be addressed. Distinctive features and skilled craftsmanship is not specific to just existing buildings as this section “*Building Style and Form*” relates to new construction as well. Stylistic features and skilled craftsmanship can and shall be incorporated into



new construction. 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 the working waterfront and/or the cannery designs that at one time occupied the space would be one approach.

The applicant notes the proposed design observes the intent of this requirement through detailing that is both “contemporary and historically sensitive.” The specific aspects of the design should be outlined as to how they address sensitive to the site and development as a product of the time, especially in relation to incorporating the existing Ship Inn structure.

DRC determined the proposed design was not sensitive to the site. The hotel structure itself incorporated standard design elements commonly used in hotels of this scale and type. It was noted on the Ship Inn building that continuing the mansard roof was a discouraged design element. Stylistic features and skilled craftsmanship were not used or well incorporated into the new construction piece.

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

Finding: Not applicable- While the current Ship Inn façade uses cedar shakes as a cladding, the applicant included a picture of an earlier iteration of the building with a different siding material. No information was provided to clarify if the original building material is under the cedar currently in place.

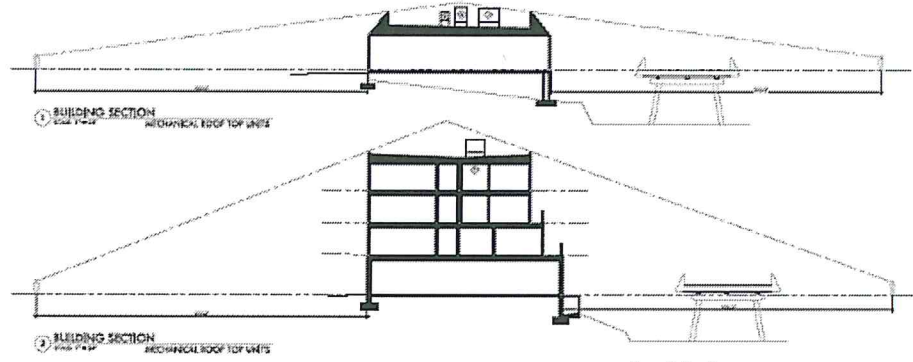
- e. *Solid waste disposal, outdoor storage, and utility and mechanical equipment should be enclosed and screened from view (Figure 14.115-1). Rooftop equipment should be screened from view by a parapet wall, a screen made of a primary exterior finish building material used elsewhere on the building, 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 applicant has submitted site lines for the rooftop elements noted on part 2 page 68. 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.

Five rooftop equipment units are proposed on the Ship Inn site, while only one is proposed for the new construction portion. The height of the units on top of Ship Inn range from 2.5' to 4' high. The taller units are



located on the northern most portion of the structure, views from the south would see the smaller condenser units located south of the larger units. The larger unit shall be repositioned to block the view of the smaller units.

- 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 including the step backs required for the building height along the north side of the site.

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

Finding The applicant proposed recladding the Ship Inn with cedar shakes that will weather to a similar appearance. Cedar is an appropriate material for the existing building. The main building would be finished with a synthetic wood material (samples were provided by the applicant at the DRC and HLC meetings). Staff has suggested an alternative to the white façade, sharing concerns around the stark white color choice. The applicant noted the material is intended to look more like a historic wood cladding that might be found in a working waterfront application.

It is staff's thought that 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.

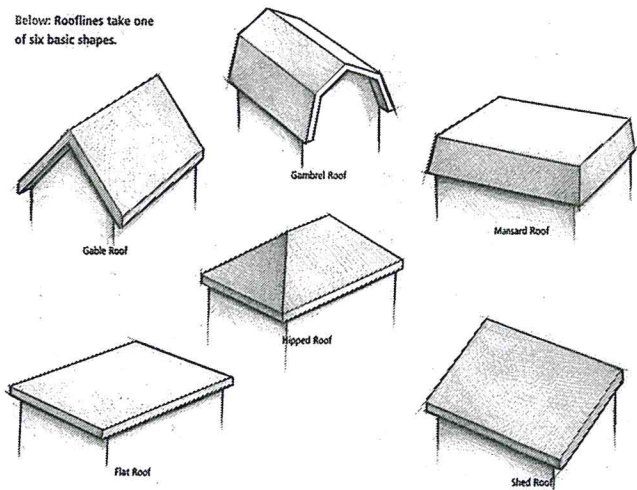
The DRC determined the exterior wall treatment was not an appropriate at the site, noting additional details to soften the façade would improve the design.



*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 main structure. The applicant notes the existing Ship Inn roofing is similar to a false mansard style; however as noted previously, the existing building is proposed to be reused in the development. A photo (June 2018) of the existing roofline is noted above. The applicant is proposing continuing the roof form along the rest of the structure. The DRC shall determine if the proposed treatment to the Ship Inn roof is a prohibited roof form. Basic rooflines are noted here for reference:



DRC determined the continuation of the mansard roof was not an appropriate design for the redevelopment and transition to the new construction.

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.*

**Finding:** The applicant notes the Ship Inn will be clad in cedar shakes, to match the existing materials rather than changing to shingles as notes in the criteria. The flat roofing materials will be grey in color and set behind a parapet, and synthetic wood plan cornices as noted on page 61 of the application.

**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 DRC determined the continuation of a semi-false mansard like roof design was not appropriate for the Ship Inn structure. The Committee also felt the main structure of the new construction, which incorporates a flat roof behind a parapet wall, would better fit with design criteria mentioned above if a pitched roof were proposed.

*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:** C2 references cedar shingles, and composition roofing. The applicant proposes using cedar shakes on the Ship Inn and a built up membrane over the flat areas in a grey color.

DRC noted concerns with the mansard roofing not meeting criteria.

**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.*

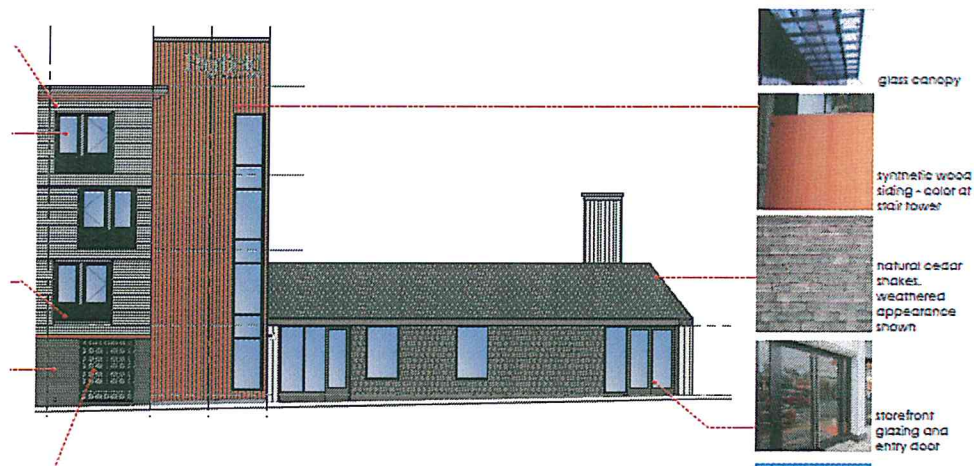
Finding: The applicant notes they changed their original proposal from automatic sliding doors to an out-swing double door on automatic controls, which will be located on the southeast and southwest entry, and are pictured below. The proposed doors are anodized aluminum frames a black and gray frames.

2. *Guideline for All Uses.*

*Building lighting should emphasize entrances.*

Finding: The lighting plan is outlined on page 37, 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.

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).*



storefront glazing and entry doors

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 has not been detailed in the application materials. The doors incorporated into Ship Inn open have the encouraged design including operable lites on the north side of the building, but do not incorporate the same architectural features on the south side or east of the building, which are open to the street. The door design activates the north side of the building, the remaining doors do not have any special architectural detailing which is an encouraged design element. The applicant shall submit door hardware for review by the Community Development Department in order to meet criteria 14.115D4.c

Design detailing for the doors were not submitted by the applicant for review as requested. Hardware detailing was not provided for review.



## 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.*

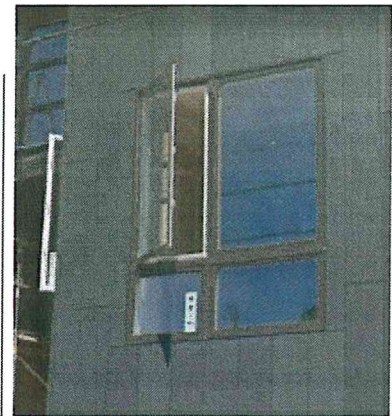
2. *Design Standards for All Uses.*

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/sills and are set up higher than 18" except for the storefront glazing in common areas. The applicant shall confirm which windows contain the required crown mouldings as the sample included in the application materials noted to the right do not incorporate appropriate mouldings.



fiberglass window

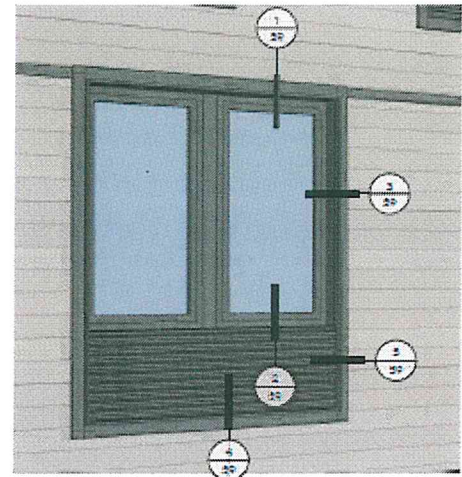
3. *Design Guidelines for All Uses.*

- 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: Windows on the Ship Inn are not retaining their original size or location. DRC shall determine if the new windows meet criteria as part of renovation activities. 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.

The DRC determined the windows did not meet criteria due to the lack of detailing for the moldings, and noted the design was not unique or specific enough to the site.



view of typical 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. The Riverwalk is not considered a "street."

#### 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: The applicant notes cedar shakes will be used on the ground floor of the existing Ship Inn Building which is proposed to be retained as a part of the development. Concrete is on the ground floor of the larger hotel building, and the proposed upper materials include a synthetic wood siding manufactured from rice hulls, attempted to reflect a weathered white paint look. A gray version of the same material has also been submitted and is more appropriate for the siding, especially because there are few other design elements breaking up the façade which incorporates this siding material as the main wall treatment.

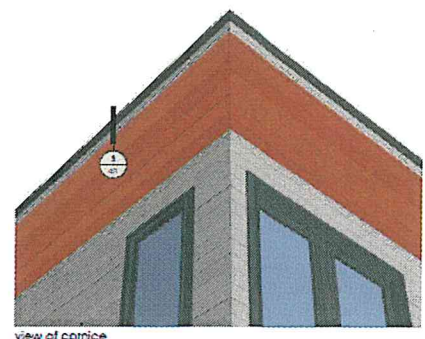
DRC reviewed samples of proposed wall treatments provided by the applicant during the meeting, and determined the proposed wall treatment needed to be revised to better reflect the industrial working waterfront design elements the applicant noted in their design research. The proposed faux rust design did not meet criteria as a simulated product.

#### *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: The proposed materials include a synthetic wood siding manufactured from rice hulls, installed to a similar historic reveal (6" at the base, 4" at the body"). However, the color the bright white color is utilized as the main façade color, not an accent, and the few architectural wall features beyond synthetic wood plan cornices have been included into the design.

The DRC noted the proposed treatment did not meet criteria, and additional details on the awning and cornices would help provide additional ornamental detailing to improve the façade.



O.

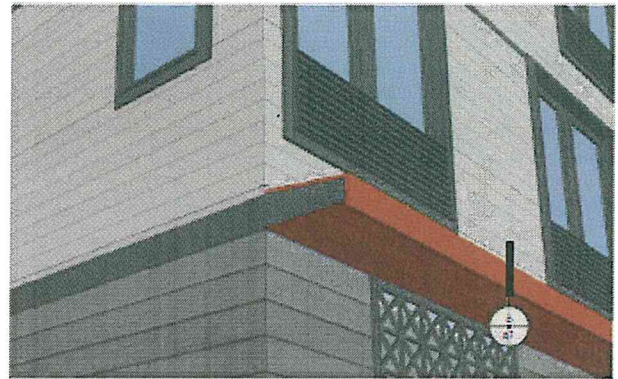
## 14.115 G. Awnings

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*



view of awning

Finding: Two styles of awnings are proposed for the site and noted to the right. Neither are discouraged designs, nor project into the setback along the Riverwalk. The synthetic wood awning is shallow.

DRC noted concerns with the renovations of the Ship Inn, noting that design elements were "tacked on" rather than incorporated at the site, the proposed awning element did not meet criteria.



view of storefront entry

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, except for up-lighting proposed as the accent light on signage. Lighting type "F" shown to the right and noted on page 37 (lighting plan) shall be down cast and not include an up-lighting design.



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 notes "wall washing fixture shall be subtle and concealed wherever possible," but has not proposed details for potential wall washing designs. If there is proposed wall lighting, the applicant shall submit a plan for review by the Community Development Director.

- 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 shall 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 would 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 planning plan on page 30 and landscape palette on page 31 includes shrubs along the River Side, which are over 30" in height, such as the Rose Mundi Rhododendron, which is noted at 48" tall. The proposed landscaping plan on page 30 does not meet all the requirements, the applicant shall submit a new landscaping plan, including a scale showing the required square footage of landscaping has been met. The applicant references improvements to the drive entries and rights of way, and potential of an additional informational plaque on the Riverwalk. The installation of anything along the Riverwalk 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.



The Community Development Department discussed landscaping requirements with the applicant after the proposal was submitted for review by DRC. Riverside requirements were applicable to the north façade, and Land Side standards applied to the rest of the site. An amended landscaping plan would be required to meet the criteria.

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.

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.

## V General Zoning

Articles 2, 3, 7 and 8 are applicable to the proposed development.

### A. Article 2: C-3 : GENERAL COMMERCIAL ZONE

#### 2.385. PURPOSE.

*This zone is primarily for a wide range of commercial businesses, including most of those allowed in other commercial zones. Compared to the C-4 Zone, the C-3 Zone is more appropriate for uses requiring a high degree of accessibility to vehicular traffic, low intensity uses on large tracts of land, most repair services, and small warehousing and wholesaling operations. Unlike the C-4 Zone, there are maximum lot coverage, landscaping, and off-street parking requirements for all uses.*

#### 2.390. USES PERMITTED OUTRIGHT.

*The following uses and their accessory uses are permitted in a C-3 Zone if the Community Development Director determines that the uses will not violate standards referred to in Sections 2.400 through 2.415, additional Development Code provisions, the Comprehensive Plan, and other City laws:*

#### **10. Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses.**

#### 2.395. CONDITIONAL USES PERMITTED.

#### 2.400. LOT COVERAGE.

*Buildings will not cover more than 90 percent of the lot area.*

#### 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 shall 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. A lot line adjustment format and recorded deed shall be submitted to the Community Development Department.

#### 2.410. HEIGHT OF STRUCTURES.

*No structure will exceed a height of 45 feet above grade.*

**Finding:** Height issues are addressed under the prior section of the Bridge Vista Overlay, as there are different height provisions contained in this area above and beyond the base zone provisions.

#### 2.415. OTHER APPLICABLE USE STANDARDS.



1. *Landscaping shall meet the requirements of Sections 3.105 through 3.120.*
2. *When a commercial use in a C-3 Zone abuts a lot in a residential zone, there will be an attractively designed and maintained buffer of at least five (5) feet in width, which can be in the form of hedges, fencing, or walls.*
3. *Outdoor storage areas will be enclosed by appropriate vegetation, fencing, or walls. This requirement does not apply to outdoor retail sales areas.*
4. *Where feasible, joint access points and parking facilities for more than one use should be established. This standard does not apply to multi-family residential developments.*
5. *All uses will comply with access, parking, and loading standards in Article 7.*
6. *Conditional uses will meet the requirements in Article 11.*
7. *Signs will comply with requirements in Article 8.*
8. *All structures will have storm drainage facilities that are channeled into the public storm drainage system or a natural drainage system approved by the City Engineer. Developments affecting natural drainage shall be approved by the City Engineer.*
9. *Where new development is within 100 feet of a known landslide hazard, a site investigation report will be prepared by a registered geologist. Recommendations contained in the site report will be incorporated into the building plans.*
10. *For uses located within the Astor-East Urban Renewal District, refer to the Urban Renewal Plan for additional standards*

Finding: The site does not abut a lot in the residential zone, (2), the outdoor trash enclosure and transformer have screening (3), joint parking will be applicable if/when Stephanie's Cabin site is redeveloped (4) Parking is addressed in Article 7 later is the report (5), no conditional uses are proposed (6) , a sign permit shall be submitted and conform to requirements outlined in Article 14 (7), storm draining will be reviewed by Public Works, the applicant shall submit a grading and erosion control permit to Public Works (8) The area is more than 100' from a known landslide hazard (9), the site is not within the AEURD (10).

## VII Comprehensive Plan

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. Appropriate sections are outlined below

### A. CP.005-.028 General Plan Philosophy and Policy Statement and Natural Features

*CP.010. 2. The City will cooperate to foster a high quality of development through the use of flexible development standards, cluster or open space subdivisions, the sale or use of public lands, and other techniques. Site design which conforms with the natural topography and protects natural vegetation will be encouraged. Protection of scenic views and vistas will be encouraged.*

Finding: The proposed hotel is a permitted use in the zone and addresses the provisions contained in the Bridge Vista Overlay development code provisions. As noted above the existing Ship Inn building overlaps into the view corridor provision applied along the 2<sup>nd</sup> Street right of way. However, it is an existing structure to be retained as a part of the development.

DRC noted concerns about the design conforming to the natural topography and maintaining a view corridor. Incorporating the Ship Inn building did not sufficiently address the “protection of scenic views and vistas.”

### *CP.015. General Land and Water Use Goals.*

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

Finding: The Comprehensive Plan allows for new development, and CP.015 specifically states tourist centers for the area. The proposed development would be considered infill construction providing for a more urban form along current strip commercial corridor.

### *CP.020. Community Growth - Plan Strategy.*

*(6) The City encourages historic preservation generally, and the restoration or reuse of existing buildings. However, these structures must be improved in a timely manner.*

Finding: The Comprehensive Plan allows for new development, and the Historic Landmarks Commission will be reviewing the proposal. The applicant has incorporated the reuse of an existing building (not designed a historic landmark). However, the DRC shall determine if the adaptive reuse of the Ship Inn site has been done so in a



manner that not only meets Article 14 criteria, but is in line with restoration and reuse of existing buildings.

The DRC determined the adaptive reuse of Ship Inn had not met Article 14 criteria, and therefore does not comply with CP.020.

B. CP.068. Astoria Riverfront Vision Overlay Area Policies.

1. Promote physical and visual access to the river. The overall Comprehensive Plan objectives are to:

- a. Maintain current areas of open space and create new open space areas.
- b. Provide for public access to the river within private developments.
- c. Retain public ownership of key sites along the riverfront.
- d. Protect view sheds along the river, including corridors and panoramas from key viewpoints.
- e. Use alternative development forms (e.g., clustered development, narrower, taller profiles, setbacks, stepbacks, and gaps in building frontages) to preserve views.

Finding: The proposed development addresses the Bridge Vista Overlay portions of the development code which were created to implement the Riverfront Vision Plan.

2. Encourage a mix of uses that supports Astoria's "working waterfront" and the City's economy. The overall Comprehensive Plan objectives are to:

- a. Maintain the authentic feel of the riverfront.
- b. Prioritize siting of water-related businesses along the river.
- c. Allow for some residential development along the riverfront. Emphasizing smaller-scale work force (moderate income) housing.
- d. Allow for development that supports downtown and other commercial areas.
- e. Limit development in areas with most significant impacts on open space, view or other resources.
- f. Promote uses that provide jobs and support the local economy.

Finding: The proposed development is not water-related which would be difficult to conduct with the historic designation of the cannery boiler in the river. The Bridge Vista portion of the Riverfront Vision Plan allowed for on-land hotels which would support downtown and other commercial areas. Cottage residential uses and more open space / view sheds were included for the Civic Greenway portion of the waterfront. The Design Review Committee should determine if the proposal maintains the authentic feel of the riverfront.

The DRC concluded the design does not maintain an authentic feel of the riverfront. Concerns specifically around size, scale, height and massing of the proposal were out of compliance. The proposed materials were not unique to the working waterfront site, or history and heritage of the site and needed to be improved.

3. Support new development that respects Astoria's historic character. The overall Comprehensive Plan objectives are to:
  - a. Enhance or refine Development Code to achieve vision principles.
  - b. Implement design review, design standards, or other tools to guide the appearance of new development.
  - c. Devote resources to rehabilitating old structures of public improvements. (Section CP.068 added by Ordinance 14-02, 4-21-14)

Finding: The proposal is under review by the HLC.

C. CP.130 to CP.186 Columbia River Estuary Land and Water Use Section

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

Finding: The applicant has not addressed sections related to the Columbia River Estuary Land and Water Use section. Documentation shall be submitted for review by CREST and/or Community Development Department staff to ensure Goals 16 and 17 are met.

D. CP.190 to CP.210 Economic Development

Finding: The proposal includes a new hotel which addresses goals which state the City will strengthen, improve, and diversify the area's economy to increase local employment opportunities through encouragement of private development such as tourist oriented economy.

E CP.240 to CP.255 Historic Preservation

Finding: The proposal is under review by the HLC.

## VIII. CONCLUSION

In balance, the request does not meet the applicable review criteria. The Design Review Committee denies the request based on the findings of fact above.