



# **AGENDA**

## **DESIGN REVIEW COMMITTEE**

**June 25, 2018**

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

*(\*HLC will convene at 7:30pm)*

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

**1095 Duane Street • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
  - a. June 7, 2018
4. PUBLIC HEARINGS
  - a. 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.**

## DESIGN REVIEW COMMITTEE

Astoria City Hall

June 7, 2018

### CALL TO ORDER:

President Rickenbach called the meeting to order at 5:30 p.m.

### ROLL CALL – ITEM 2:

Commissioners Present: President Jared Rickenbach, Vice President LJ Gunderson, Leanne Hensley, and Hilarie Phelps. Sarah Jane Bardy arrived at 6:01 pm.

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

President Rickenbach noted Sarah Jane Bardy would arrive late, and he welcomed Tiffany Taylor.

### ELECTIONS OF OFFICERS – ITEM 3:

In accordance with Section 1.115 of the Astoria Development Code, the DRC needs to elect officers: update Secretary Anna Stamper to Tiffany Taylor.

Vice President Gunderson moved to elect Tiffany Taylor as Secretary for 2018; seconded by Commissioner Phelps. Motion passed unanimously.

### APPROVAL OF MINUTES – ITEM 4:

President Rickenbach called for approval of the minutes of the May 3, 2018 meeting. Commissioner Tuter moved to approve the May 3, 2018 minutes as presented, seconded by Commissioner Andrew. 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 5(a)

DR17-03 Design Review DR17-03 by Gary Vallaster, Astor Venture, LLC to construct an approximately 11,580 square foot commercial building at 2350 Marine Drive (Map T8N-R9W Section 9Cb; portion of Tax Lot 6803; portion of Block 144, Shively's), within the Gateway and Civic Greenway Overlay Zone in the LS (Local Service) Zone. Permit and public hearing continued from 5/3/18 meeting.

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.

President Rickenbach declared a potential conflict of interest as a general contractor. However, he was not involved with this project and did not believe it to be an issue.

Commissioner Hensley declared that she was a design professional, but was not contracted by the Applicant.

President Rickenbach called for a presentation of the Staff report.



Planner Ferber reviewed the Findings and Conditions contained in the Staff report. Since the May meeting, the Applicant had submitted additional design criteria, which had been added to the Staff report. Additional public testimony had been received and was made available at the dais and to the audience. Staff recommended approval with conditions.

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

Don Vallaster, 711 SW Alder St, Portland, gave a PowerPoint presentation on the additional information submitted since the May meeting. The presentation was a brief overview of the site plan, the interior layout of the store, a roof plan, exterior features, landscaping, lighting, and changes made in response to the discussion at the May meeting. During the presentation, he noted the following:

- The required setback is 25 feet because the view corridor along 23<sup>rd</sup> Street is open all the way to the river.
- Keeping the building on the corner maximized the sense of an urban enclosure on the street. He hoped the sites to the south would be redeveloped because having buildings instead of sidewalks close to the street would provide an urban enclosure and a good pedestrian street on 23<sup>rd</sup>.
- Widening Steam Whistle by four feet would impact two homes to the north. The street would be one-way traffic going left. It would also be the same width as the street that intersects with Steam Whistle from above. The two 12-foot traffic lanes would create plenty of room for traffic in and out. A Ford F150 is 6'8" wide and a Honda Civic is 5'11" wide.
- The project is located in a qualified census tract, which means the property owner could get new market tax credits and favorable financing, which would lower the rent for the co-op. This ensures a higher chance of success to provide good food to the community.
- The proposed layout minimizes pavement and maximized landscaping on the site.
- Truck traffic will be able to back in, provide service, and be gone in a short period of time. This would be minimally intrusive to 23<sup>rd</sup> Street.
- The store will have two entrances, one on the south side and the main one on the east side. The entrance on 23<sup>rd</sup> has been enhanced with steps because the sidewalk is approximately 2-½ feet from the store. A walkway would be installed from the door on the south side to 23<sup>rd</sup>. To emphasize the main entrance on the east side, a six-foot sidewalk on Steam Whistle would continue across the north end of the property all the way over to the apartment building to the east of the site.
  - Three groups of pedestrians have been identified: People coming from the hospital, Mill Pond residents, and residents of the apartments.
- The roof plan included the requested information on all of the equipment. However, he wanted flexibility to choose the brand of air conditioner. He proposed to use a grey roof membrane and a mushroom cap on top of the kitchen hood.
  - No enclosure was proposed for the equipment on top because the parapet would screen views of the equipment on the building. The criteria states the equipment should not be visible from a distance of 100 feet from the building. The parapet height would be 20-feet and the bottom of the trusses would be at 14-feet. He did not want to go any higher than that because of wind loads.
- No changes have been proposed to the east entry side of the building, but Staff had requested more information about the entry door system. They would just be using standard issue doors that automatically open. They come in 6-feet wide or 8-feet wide.
- In response to the last meeting, they have decided to emphasize the entry sequence from 23<sup>rd</sup> into the building by extending the arbor all the way across to the end of the building. It would be left open on the south end so that vines could be grown. The entry and outdoor patio seating would be covered.
- On the west side of the buildings, windows have been added and the windows would be taller. Some of the windows looking into the offices would have 12-foot head height. The kitchen area would have smaller windows because the ceiling must be cleanable. Shrouds will be put around the smaller windows to cut down the glare into the kitchen. As pedestrians walk by, they will be able to look in and see all of the production areas. The center is the only place without windows because it would contain bathrooms and a walk-in cooler, but he proposed a tree espalier in that area.
- On the north elevation, a trellis system would be used to grow vines, which would screen the trees in the back along the wall of the delivery area. It would be eight-feet high, which is a comfortable height for pedestrians to walk beside. It would also be five-feet from the sidewalk.
- Signage would be placed on the corner of the building. The arbor would make for a more welcoming entrance to the building. In the foreground down below, there would be planters with edible materials that



change with the seasons, like lettuce, peas, or winter cabbage. This would enrich the pedestrian path along 23<sup>rd</sup>.

- In response to comments from the Mill Pond design committee, the wall would be solid, not porous. Planting material would be in front of the wall to camouflage it.
- The espalier would have two different types of apple and possibly a pear tree. It will take a little while to grow, but it would be a nice, rich wall as it matures over the years. It will also change with the seasons.
- Staff had requested dimensions of the siding, which he displayed on a slide.
- The planters would be steel and about a foot high with some gravel between them. The co-op will plant what they believe is appropriate.
- Window surrounds would be six to eight inches. They would cast a shadow on the window and provide detail on the wall.
- Wisteria would be planted on the entry arbor.
- There was a request to add lighting on the north walkway next to the delivery area. He proposed lighting at 30-inches high that cast light onto the walking surface. Sconces would be located in the espalier area. Lights would also light the walkway on the east side of the building. Pole mounted lights would be in the parking lot. He preferred something more energy efficient, but the Commission wanted traditional light fixtures. Simple can lights would be underneath the awning. Down lights would be used close to the building.
- The landscaping and arbor have been revised. Two windows have been included on the left of the delivery room and a big window has been added above the door out of the back of the grocery store. The west wall was also revised. Originally, the wall was minimal. Now, it is richly landscaped, has a lot of windows, and has a pronounced pedestrian walkway into the store on the south end of the building.
- The concrete stem wall would be 3'6", but the Staff report stated it would be 4'6". The height was recommended by the co-op's consultant who believed the height would minimize damage by shopping carts. Metal would go above the damage zone. People tend to be pretty careless when they put the shopping carts back.
- The landscaping on the corner may change slightly.
- There would be wood siding underneath the canopy to indicate the location of the entry. This is different from the siding on the rest of the building. It is also much warmer and indicates a pedestrian zone, not just a normal side of the building.

President Rickenbach called for testimony in favor of the application.

Matt Stanley, 664 Kensington Ave, Astoria, said he wanted to make it clear that at this point, he felt they substantially met the criteria in the Code. The orientation seemed to be one of the big sticking points. They chose the orientation with a lot of intent and Mr. Vallaster did a good job delineating the details in his narration about why it meets the criteria and why they chose that orientation. It is also the best orientation for the co-op operations as well. He was working with a team of people who build grocery stores across the country for food co-ops and this is the way they can be most successful. The Code says no vehicle use areas between building faces and the street. Any other orientation would violate that. They've chosen the most pedestrian friendly orientation and any other way would put parking in front of the building. That is a box store mentality, which is exactly what the Gateway Code tries to prevent. He felt they really met that criteria and this is the best way the co-op can be successful. Mill Pond residents are promoting a Plan B, but that would not work. Trucks going through customer traffic areas is suboptimal. They are asking for their proposed orientation to be approved. They've made a lot of accommodations; widening of Steam Whistle is a big one that comes with substantial costs. They are willing to do that because they believe it is a valid point. Another change since the last meeting is that they have agreed to have the ingress and egress be one-way. There is now only one choice to come out of the parking lot. They have made a reasonable attempt to meet the concerns raised at the last meeting. The walkway, ramp, and staircase going down into the deli seating area lead to a door for people to enter the co-op. It will be obvious with the landscaping where pedestrians should go to get to the store. The co-op has done more than its due diligence. Over the years, they have worked with the City and Mill Pond on this project. This story is like *The Little Engine That Could*. It has taken an incredible amount of work to get this point. They are now financed to get the project going and they are operationally prepared. They have alignments on the increased offerings they know the community wants. He asked that the Commission make haste and let them move forward.

Sarah Jane Bardy arrived at 6:01 pm.



Cathy Cruckshant, 1025 Franklin, Astoria, said she supported the co-op and the proposal. The new store would be a terrific improvement to what you see along 23<sup>rd</sup>. She walks in that area quite a bit and delivers the Astoria Senior Center meals in that area on Fridays. The look of additional windows and additional access is a huge improvement since the last meeting. The location is great for travelers who are coming to the city. The current co-op is very hard to find and this will enhance people's experience in Astoria. All the seniors she delivers to in the area would welcome a place they can safely walk to for grocery shopping and a place where they can sit down and have a cup of coffee with their neighbors. Otherwise, it is very busy where they live, crossing the highway, and moving in other directions. This would be a real improvement. She hoped the Committee would support the project.

Venus Framwiler, 239 Kensington Ave, Astoria, asked the Committee to support the proposal. She felt like everyone was sensitive to homeowners' concerns. The co-op board members were sensitive to the concerns heard from the Mill Pond residents. However, this area has always been planned for commercial. Change is going to happen and she understood that would be hard. But, she believed the co-op had met the guidelines. She felt that testimony at the last meeting was very emotional and maybe people got used to a non-commercial area next to their homes. This is going to be a change, but it is inevitable. The co-op board is really sensitive to that. Part of their mission is to build community, so it is difficult to hear the concerns. It has always been zoned commercial and they meet the guidelines to build in that commercial zone. She believed the co-op worked hard since the last meeting to make the changes that were suggested to make it more pedestrian friendly. It's a great access for local residents and for people coming into town. It will be much more visible and easier for local people to find parking in the large parking lot. She really believed it would benefit the community as a whole and is a great asset. She hoped the Committee would look at the guidelines, which she believed had all been met. It is their intent to be a good neighbor. They worked really hard to make accommodations.

Allisa Evans, 388 Exchange St, Astoria, said she supported the co-op. She had been on the board for eight years and was Chair for the last five. The due diligence has been an incredible amount of work above and beyond to make sure every part of the project is done with integrity, the co-op's values and mission, Astoria's long-term plan, and the community's long-term plan. The co-op will be good neighbors and are willing to do what it takes to be a good business for the city. They are willing to widen Steam Whistle Way after hearing the concerns. She did not believe anyone denied that wherever they go in the city, there would be an impact. The co-op wants to have a positive impact. They have gone above and beyond to mitigate concerns by adding windows, making it more pedestrian friendly, and switching the egress to one way. Many of these things will add to the co-op's costs. They are willing to take on those costs to maintain integrity in the project. She would love the green light to get this project going. She felt like the co-op met the criteria and they are willing to continue working with the City and community.

Maria Chiaro, 1137 Franklin Ave, Astoria, said she was not affiliated with the co-op in any way but had lived in Astoria for five years. She came to Astoria because of many things, but the co-op was one of the attractive things. It is clear that the co-op needs to expand. She knew it was going to be expanding. She was in favor of the present orientation and quick action by the Committee. It appeared, from all of the documentation, that there had been a great deal of cooperation and input from the Committee and co-op. She asked the Committee to act quickly on the orientation. She believed an urban design was the way the City of Astoria should be viewed, not a box design. This design takes advantage of what Astoria is and seems to be consistent with all of the criteria.

Micha Cameron-Lattek, 1820 SE 3<sup>rd</sup> St, Astoria, said he checked out of the deliberations assuming that this project would go forward. He was surprised that things were being delayed. Coming back tonight and seeing all that the co-op is willing to invest in to make sure they will be good neighbors is really impressive. That comes at a significant cost to them. There has already been a competitive business in a Warrenton strip mall that recently opened, which is of concern to a business trying to operate with some sort of profit. Wal-Mart is opening soon if they can find people who want to work there. He did not believe many people would want to cross shop Wal-Mart and the co-op, but the fact is that there are other businesses that offer similar services. There's been a lot of talk and time spent on making sure that all the T's are crossed and the I's are dotted. The proposed orientation is the one that is doable and legal. The Committee can keep listening to other stakeholders that have a legitimate voice, but objectively speaking, the application is the way forward. There is a time constraint in delaying this further. He asked the Committee to consider the time element. This application should be approved tonight. Subjectively, the Committee could still argue whether traffic would be horrendous if anything is built on that site. That is beside the point. The project could have gone a lot worse. The city could have had four units of 6,000 square feet, which would have impacted traffic a lot worse than the co-op will. They've done a lot and the



neighbors have bargained really well and got a lot out of this. They get the best neighbor they could possibly hope for, a widened Steam Whistle Way, foliage in the fall, and fresh flowers in the spring. Let's wrap this up and give the co-op the chance to build.

Stephen Duckworth, 1137 Franklin Ave, Astoria, said he looked at a lot of places when selecting a retirement summer home. They knew the places in Vermont and Maine well because they had vacationed there, but the downtowns have been completely hollowed out by big box stores. That was depressing. They also looked at six or eight different places in the northwest. One of their criteria was to have the feel of a village. Part of the feel of a friendly and embracing village was having a co-op. Trying to get new businesses like this in here to create the atmosphere that Astoria has with its natural beauty can be very effective at making sure Astoria does not end up like many of the villages in former great places in America.

Mary Ann Ylipelto, 40822 Galloway Ln, Astoria, said she had been involved with the co-op since the 1970s. She believed this was an idea whose time had come. If the Committee did not move forward quickly, the community could lose an opportunity. She had been shopping at the little store for quite a while now and had never seen anything but respect for the traffic in that little three-way parking lot that customers have to go in and out of right now. She had never seen a major hassle there ever. People are polite going in and coming out. She believed customers would automatically yield to someone pulling out of their driveway because that is the type of people who shop there.

Angela Sidlo, 516 Summit Ave, Gearhart, said she drives all the way from Gearhart to shop at the co-op and she served on the board. She felt the co-op had met the design review requirements in their subsequent adjustments and revisions. The greenery and plants are very inviting. It is going to be a beautiful corner of town. They had been very considerate of the surrounding community and look forward to being part of Mill Pond and developing the sense of community that co-op members are proud of. It will have a positive impact in Astoria as the city grows. She asked the Committee to approve the request.

President Rickenbach called for any testimony impartial to the application.

George Hague, 1 3<sup>rd</sup> Street #201, Astoria, said the area is zoned multifamily and some of the area residents thought there would be a two-story multifamily development. A year ago, he suggested to Mr. Stanley that his employees would appreciate a second story for housing. The city needs additional housing and it is sad that the builders of the 1920s on Commercial Street had a better vision than we do in the 21<sup>st</sup> Century. The city needs housing above the commercial areas and it should have happened with this building. He hoped the Committee would consider something like if there is another project like Dollar General because their employees will need that type of housing. Trash enclosures around the city need to be improved. The doors are just to allow the trash trucks to go in and out. People who want to carry a box in will open up the closure and leave it partially open on a regular basis. Many cities have a side walk in so the person can drop off the trash without using the doors that are for the trash trucks. Design review should require this and future projects to have a side door because it is very easily done. The parking striping at Costco has double lines, which forces drivers to be a little more centered when they park. That should happen at the co-op as well, especially when people are carrying groceries in and out and people need to open their doors instead of being squeezed in with a single line. He hoped the Committee would require a double line. He appreciated the vegetation, but did not know if the City had a regulation that required the vegetation to be in full bloom for at least five years, during which time any plants that die must be replaced. He hoped the Committee would include this in the Conditions of Approval. He was a co-op member and appreciated the store. He was sure he would appreciate the new store even more, but he would not be able to walk to it.

Chris Farrar, 3023 Harrison Ave, Astoria, said he and his wife loved the co-op because it is their food source. He wanted a bigger store, but this was not the right lot for this building. It would cause horrible traffic problems, regardless of what ODOT says. He had never seen an ODOT transportation analysis that he agreed with. He sits on the Clatsop County Planning Commission and have read some them. The traffic problems would be awful for the people who already live in Mill Pond. He was discouraged that the City was so willing to accept new development in the heart of places that are already developed and where people are already living. He did not believe the neighborhood had been given enough consideration. Even though he invested in the co-op, he was discouraged that they chose that site. He was upset with the way the process had gone.

President Rickenbach called for any testimony opposed to the application.



Cheryl Storey, 2605 Mill Pond Ln, Astoria, said her garage abuts Steam Whistle. She was currently the Mill Pond Homeowner's Association (HOA) President and had served on the board for four or five years. She was not present to debate about how wonderful the co-op was or to jeopardize anyone's livelihood. She was present to discuss the siting of the building on the lot, the soundproofing request for the docking bay, and the current proposal's impact on the community. According to testimony given on May 3<sup>rd</sup>, the co-op has been working with the City for almost three years and have always looked at the lot with the building sited the way it is now. She was blindsided by this comment because there had been little to no communication with Mill Pond residents and HOA until late in 2017. It was unfortunate that the co-op bypassed the Mill Pond residents and HOA when discussing their proposed plans with the City. Her submitted comments included links to the HOA laws, which define their rights and powers. 207ORS94.630-Powers of the Association, 94.775-Judicial Lot Partition Prohibition, and 94.777-Compliance with Bylaws and Other Restrictions say that each owner shall comply with bylaws, administrative rules, regulations, covenants, conditions, and restrictions in declarations or deeds of a lot. Failure to comply shall be grounds for an action by the HOA or an owner. The HOA has not provided final written approval for the co-op, which is required before construction begins. The HOA has already to the Mill Pond architectural guidelines related to the co-op. An exception was made to allow for the metal siding. The guidelines require authentic solid wood except where synthetic materials are indicated. Approved siding includes solid cedar shingles or shakes, or clear fir lap siding. Synthetic shingles and shakes may be used if approved by the HOA. They allowed the use of siding doors because that makes sense for a grocery store. No other construction project in Mill Pond has been allowed to use sliding doors. The guidelines have a color palate the co-op will need to comply with. She asked that the co-op building be sited as in Option B and that the docking bay have sound proofing. The HOA requires locked doors and all receptacles need to be hidden.

City Manager Estes noted that additional public testimony could be submitted to Staff in writing. (Available to the public by contacting the Community Development Department, 1095 Duane St., Astoria/(503) 338-5183.

John Ryan, 2495 Mill Pond Ln, Astoria, said he garage was across the exit from the parking lot. He made a drawing available at the dais and noted it was included in the agenda packet. His copy of the drawing contained additional markings. His issue with the design was the orientation of the co-op building. The guidelines for development in Mill Pond require the building to satisfy several criteria in the Development Code. Section 14.30(a)(1) indicates the building design should form a visibly continuous pedestrian friendly street front. The 20-foot wall of steel siding along the 23<sup>rd</sup> St sidewalk certainly does not meet this criterion. Added windows and landscaping does little to enhance the friendly feeling of walking down 23<sup>rd</sup> St. He tried to show this in his written material. The open and visually clean look down 23<sup>rd</sup> will be added value to the pedestrians when the building is moved to the east. The Astoria Gateway 2 Project is located on the east and has a parking area between 29<sup>th</sup> and the building and uses Marine Drive as the main street. This would comply with Development Code Section 14.30(a)(1). The second part of Development Code Section 14.30(a)(1) says that there should be no vehicle use between the building and the street. Marine Drive as a main street would allow parking between the building and 23<sup>rd</sup> St, which was previously determined by the Astoria Gateway 2 Project. Development Code Section 14.030(c)(2) said the building façade and entry should face the adjacent street. This was only done on the east building location with the façade facing both Marine and 23<sup>rd</sup> St. The entrance to the co-op on the east side is easily done without crossing parking lots or driveways. The proposal to the building to the west requires people from Mill Pond and the apartments to cross two driveways. The Mill Pond guidelines also call for the façade to face Marine Drive and 23<sup>rd</sup> St. The Comprehensive Plan has an objective to have a development that complements the downtown area. The back of the steel building facing the downtown certainly does not meet this objective. The front of the building is and would be an inviting complementary feature for the downtown area. The south side of the building façade would give the co-op exposure along Marine Drive that they seem to desire. This project needs to be project to enhance the downtown area. He submitted a plan for Option B modified to show the orientation of the building to the east side of the property. The plan has a park around an 18-year old redwood tree that should be a symbol of the use of natural foods for the co-op at the cost of some parking for the area. The tree represents the history of Mill Pond and should be saved. This is also part of the Greenway development guidelines that Mill Pond and the City have agreed to. The plan uses the same access to the parking for truck deliveries and customer parking. Access to the loading area would be a bit more challenging for large trucks, but he understood deliveries would be early in the morning and some by small vehicles. There is no guarantee that these vehicles would be in the parking lot, not out on 23<sup>rd</sup> Street. The importance of co-op access by the hospital, Mill Pond, and apartment residents is not a problem with the design to the east of the property. He had highlighted sidewalks on the drawing he handed out. There would be no driveways or parking lots to access. He was disappointed that the developer of the co-op was not being sensitive



to the rights and concerns of the Mill Pond residents. There is a better solution for the community than using Steam Whistle Way for the co-op entrance and exits. This is a prominent structure and an economic addition to the City of Astoria. It will forever affect the lives of those at Mill Pond and enhance the city if sited properly. The City of Astoria deserves a first-class building meeting the intent of the guidelines that reflect the downtown and is part of the city, not part of the tourist world. The Committee can and should see that the present design does not meet the orientation guidelines set forth by the City. The application should be denied and new submittal to meet the criteria should be proposed.

Gary Huffman, 2410 Aurora Ave #108, Seattle, WA, said he owned Lots 19 and 20 in Mill Pond and they are directly affected by Steam Whistle Way. Steam Whistle's original design from 1991 was for an alley/driveway. In 2007, the City approved making Steam Whistle into a street. In a letter, Chief Engineer Carol Richardson had indicated that streets in subdivisions are 20 to 24 feet wide, narrower than minor residential streets, which have a standard width of 28 feet. She had also indicated that no further development of the streets was recommended. This is part of the Civic Greenway Project and the current proposal is to use part of a lot. This year, the City granted an increase from 6,000 square feet. What would happen on the rest of the lot when the development comes about with the lot to the east? Right now, there is traffic from Mill Pond and Steam Whistle Way. ODOT has recommended using Steam Whistle, but they have no jurisdiction over the Committee's opinion or over Steam Whistle. He believed the residents' opinions of Steam Whistle is impacted. Earlier in the day, he submitted pictures that showed a truck and a low voltage vault. The vault is in the approximate location of his garage door. He would have to back out on to Steam Whistle a significant distance into traffic before he would be able to see the traffic. This is a major safety concern for the Mill Pond residents. Another picture showed his neighbor's property, Lot 21. Two days ago, he spoke with DEQ Project Manager Anna Cotes. The lot being proposed falls under the DEQ requirements for the Gateway and she had not received any paperwork for the ability to dig on that property.

Barbara Bower, 2410 Aurora Ave #108, Seattle, WA, said she also owned Lots 19 and 20 on Mill Pond Lane. She agreed with the comments made by the HOA board members. She welcomed the co-op and the excitement it would bring, but she was concerned about safety issues. This is her home and she had no option to change the garage or relocate the lots. She only has one way of coming and going, which is through the garage. She asked the Committee to consider this.

President Rickenbach called for the Applicant's rebuttal.

Mr. Stanley said the lot is not downtown, it is in the gateway to downtown. Having the building facing the entrance to downtown makes the most sense. The nature of the criteria is the Gateway Overlay. When people come into town, they will see a glowing co-op with a beautiful produce section through the glass with people coming and going. People will drive on to the Maritime Museum and the hospital and anything else that will be developed along that area. He asked the Committee to consider the application with the siting they had proposed, not another siting. He believed the proposal worked best and met the criteria the best.

Mr. Vallaster said someone had commented that moving the building to the east would make a better pedestrian way on 23<sup>rd</sup>. Clearly, what would happen then would be the experience on the opposite side of the street, which is a parking lot next to the sidewalk, which is generally considered to be a pretty negative walking environment. The proposal is the best possible location for the pedestrian experience. There was also a comment about access from the apartment buildings and having to cross two lanes of traffic. That is one route, but there is another route on Marine Drive, which is a continuous pathway all the way over to the entrance to the building without crossing any driveways. That is a pedestrian friendly way to access the building. Mr. Ryan's proposed Option B would reduce approximately 18 to 20 parking spaces, but would require the same amount of asphalt, which is inefficient and clearly violates the guidelines indicating no parking is allowed between the building and the street. He was not sure of the history of Steam Whistle, but he knew it was a product of some of the urban planning in the 1990s when the City wanted narrower streets to slow down traffic. Widening it to 24 feet may encourage slightly faster traffic, but he still believed it would be narrow enough to have a traffic calming effect. This proposal's landscaping is as green a project as the City will ever see. It would look more like a nursery than a grocery store. Two garages will be impacted, but he believed the homeowners underestimated the people who would go to the co-op. In other neighborhoods, people learn to negotiate parking lots and traffic and share rights-of-ways. He did not believe there would be eminent danger to people backing out of the garages.



President Rickenbach called for closing remarks from Staff. Hearing none, he closed the public hearing and called for Committee discussion and deliberation.

President Rickenbach said the window shrouds seemed more modern. In the past, the DRC has had a lot of discussion about window treatments and proper trim. He asked if Staff had reviewed the proposed window shrouds. Planner Ferber said the Applicant and Staff had discussed window treatments to keep the west side of the wall activated. The Applicant chose the shrouds to keep the window designs engaging. She confirmed they would only be installed on the smaller windows.

President Rickenbach said he was concerned that a precedent would be set. City Manager Estes explained that Staff was trying to prevent a flat plane along the wall by breaking up the massing. Staff had made the suggestion to the Applicant, but the proposal is the Applicant's.

Vice President Gunderson said the parcel to the east is zoned commercial and something will be there. The area has always been commercial property. The Committee handles commercial properties differently than residential properties. Someone else will build on that parcel. The only place for ingress and egress is on Steam Whistle Way. Last month, she stated this project needed to move forward. She drove on Steam Whistle and noticed that the houses are built almost at the street. It's a given that the area is very narrow and it is great that the co-op is willing to add width the street and a sidewalk. She backs out of her driveway on to Franklin every day, and every day she waits for a school bus and other cars going 25 miles per hour. That is legal, but it feels very fast. She backs in and out of her driveway two or three times a day. If she has to wait for a vehicle to go by, she will do so. Sometimes, cars will stop and allow her to back out or in as a common courtesy. She believed Steam Whistle was not any different. Because Steam Whistle is narrower, people are forced to slow down. Development will happen and the co-op is an excellent project. If people start zipping up and down the street, speed bumps could be added when and if the time comes. Right now, people turning off 23<sup>rd</sup> to Steam Whistle will not drive 30 miles an hour before slowing down to turn into the co-op. There is no speed limit posted, but residential streets are 25 miles per hour. She believed 25 miles per hour was too fast, but it is not realistic for the Committee to consider the fact that residents on Steam Whistle are special and should not have to wait to back in and out of their driveways. She supported the project and everyone needs to work together to make this project positive for Astoria.

Commissioner Phelps asked if Steam Whistle would be widened to the 24 feet when the other lot is developed, and would the co-op's left turn only exit be changed.

City Manager Estes explained that future development of the adjacent lot was not part of this application.

Commissioner Phelps believed Steam Whistle would change over the years as development occurred. She asked if the Development Code actually stated no vehicle use between building faces and the streets, as stated in the Staff report. If so, Marine Drive and 23<sup>rd</sup> Street would apply in this case.

Planner Ferber read aloud Development Code Section 14.030, "Pedestrian oriented street fronts with no vehicle use between building faces and the streets." This limits the ability to develop a strip mall with Marine Drive in mind. The language limits the face of the building and it is not clear whether it refers to the main entrance. It is specifically intended to keep active space along Marine Drive. Access could be on 23<sup>rd</sup> Street with a parking lot between the street and the building.

Commissioner Hensley asked if access on Marine Drive was allowed.

Planner Ferber said no, ODOT was very clear on that. The Code language offers a little bit of wiggle room for access by stating it should be off of Steam Whistle when possible.

Commissioner Hensley said other businesses on Marine Drive allow access. The orientation of the road makes this tricky. Why are those businesses exempt? She believed access on Marine Drive would solve a lot of problems for this site orientation. She suggested removing a row of parking and add Marine Drive access in and out both ways because people would hardly ever use access on Steam Whistle.

City Manager Estes explained that Mill Pond was developed as a neighborhood with a development scheme. The intent was to prevent commercial strip development along the area with driveways and parking lots. The



idea was to have a more urban face along Marine Drive and the rights-of-way. This plan was set in place back when the Mill Pond development was established. When there are off streets that provide access, ODOT states that there would not be legal access on to the main highway. The City of Astoria cannot override what the State of Oregon says.

Commissioner Phelps appreciated the addition of the stairway off of 23<sup>rd</sup> down to the side entrance on Marine Drive because it helps with the pedestrian aspect. She was puzzled by the City's requirement for a 24-foot high building. This building would be 20-feet high, except for 1/12 of the building either at the perimeter face or the area of the roof. She did not see how 1/12 of the building qualified as being over 24-feet high. If the air conditioning and mechanicals on the roof are not seen, then that one projection would not be seen either. The low height makes the building seem more like a shopping center that the City is trying to get away from. She believed it was a real missed opportunity to not have a two-story building with residences above the store. She was conflicted on this decision because she was a co-op member. She believed she had to look at the project as if she were not a co-op member and whether this would meet the design criteria if she did not know who the Applicant was. She was not sure the orientation should be as proposed.

Commissioner Bardy said she was also conflicted. She appreciated the additional details added since the May meeting. She had thought considerably about the orientation and concluded that regardless of the entrance location, the reality is that despite arrows painted on roads, anyone heading east out of the co-op would drive through Mill Pond to the light. Anyone going west would likely cut behind Napa because Marine Drive will be backed up all the time. No one with any sense would try to turn left on to Marine Drive. She agreed that Astoria had a housing shortage and it was a missed opportunity to not add housing to the project. She appreciated the design improvements. In her opinion, Steam Whistle is not a road, it is an alley. It is incredibly narrow and adding width will turn it into a narrow road. There was a design flaw when the street was put it because it was zoned commercial. The only solution would be to cut into the lot and push the road over, but that would require more driveway and sidewalks for Mill Pond houses. She felt for the Mill Pond residents, but the developers should have thought of that. City Manager Estes said when the Mill Pond neighborhood was developed, it was developed as what was called a new urbanist community, which was a design concept with tight building footprints, shallow setbacks, and a mix of uses that allowed residents to walk but still accommodated people coming from outside the neighborhood. This is not suburban America and he was concerned about a suburbanization approach. This is not Warrenton where there are a lot of green fields and availability to build larger shopping centers. Staff is trying to incorporate a store within the neighborhood. The DRC's task is to determine whether or not the proposal meets the criteria, not to redesign the project. In this case, the street network was established when the neighborhood was developed. If the project meets the criteria, the Committee would need to adopt the findings. If it does not meet the criteria, the Committee would need to provide the rationale for Staff to rewrite the findings. The rationale would need to be based on the criteria in the Code. He realized that would be a tough task.

President Rickenbach said most of the elevation is figured off of 10 percent of the roofline, not the entire perimeter. The bump up in the front does meet the criteria and the building is above 24 feet.

Commissioner Hensley said she believed the Code stated the building shall be 24 feet or above, not one decorative feature. City Manager Estes clarified that the Code stated buildings should, not shall, be a minimum of 24 feet.

Commissioner Hensley said the height was not the tough issue, but the orientation was.

Vice President Gunderson moved the Astoria Design Review Committee adopt the Findings and Conclusions stated in the Staff report and approve Design Review DR17-03 by Gary Vallaster with conditions; seconded by President Rickenbach.

President Rickenbach noted that some of Staff's recommendations were no longer necessary because of the changes the Applicant had made to their proposal.

Planner Ferber added that the recommendation on the orientation would need to be updated to include justification, depending on which way the DRC votes. She still recommended the lot line adjustment and to keep the glass clear instead of frosted. Dimensions for the siding had been clarified, so that recommendation could be deleted. The recommendation for a grey roof could be deleted if that was okay with the Committee. She made



the recommendation on solar panels in case the applicant proposed them. The recommendation on signage was standard. She did not believe the recommendation on noise abatement of the trash enclosure had been addressed. The HVAC system on the roof had been addressed, so that recommendation could also be deleted. The landscaping plan and future changes must meet Code requirements, which is standard for any project. She just needed the Committee to decide on the orientation and the trash enclosure. The Committee could decide that Staff could approve the trash enclosure or add additional conditions.

Vice President Gunderson amended her motion as follows: that the Astoria Design Review Committee adopt the Findings and Conclusions stated in the Staff report and approve Design Review DR17-03 by Gary Vallaster with the following changes to the Staff report:

- Delete Items 4, 5, and 9.
- Allow Staff to approve the trash enclosure.
- State that the criteria for building orientation had been met.

Motion passed 4 to 1. Ayes: President Rickenbach, Vice President Gunderson, Commissioners Phelps, and Bardy. Nays: Commissioner Hensley.

President Rickenbach read the rules of appeal into the record.

#### STATUS REPORTS – ITEM 6:

#### REPORTS OF OFFICERS/COMMISSIONERS – ITEM 7:

Special meeting scheduled for June 25, 2018 at 5:00 pm in the City Council Chambers.

#### PUBLIC COMMENTS – ITEM 8:

Matt Gillis, 5965 W 8<sup>th</sup> Street, West Linn, said he owns 163 Bond Street, which is directly behind the new Fairfield Hotel on the agenda for June 25<sup>th</sup>. His window currently provides a view of the river from his living and dining rooms. That view will be completely blocked.

City Manager Estes requested testimony on the hotel be given during the public hearing because any statements made now would be ex parte contact with the Commissioners. He encouraged Mr. Gillis to submit written testimony to Staff prior to the hearing or speak at the hearing on June 25<sup>th</sup>. Oregon State Law requires the Applicant be present to hear the testimony and have the opportunity to rebut.

George Hague, handed materials to Staff. He said this item was not on the agenda and now was the time to speak on items not on the agenda.

City Manager Estes explained the Committee was not allowed to receive materials about an application outside of the public hearing.

Mr. Hague asked Staff to send him the section of the law that stated that. City Manager Estes said the City Attorney would provide the information. Mr. Hague said he believed that what he wanted to provide would help the Commissioners do their homework.

#### ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:22 p.m.

#### **APPROVED:**

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City Planner





## CITY OF ASTORIA

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### COMMUNITY DEVELOPMENT

June 18, 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, 1065 Duane St., Astoria.

A revised version of Article 7: Off-Street Parking and Loading was received from the applicant on June 15, 2018 and has been included in the packet.

A pdf version of the plans are also available on the city's website.

If you have any questions, or need additional information, 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





JAN 22 2018

## BUILDING CODES



## CITY OF ASTORIA

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## COMMUNITY DEVELOPMENT

fee to be sent separately by Hollander

☒ Fee Paid Date 1/23/18 By Check  
 Fee: \$750.00
DR 18-01

## DESIGN REVIEW &gt;25,000 Project Value

Second Street and Marine Drive (part of northwest block)

Property Address: Address TBD – Subdivision/consolidation to be submitted for multiple parcels

1-2nd Lot 1, 2 & W 1/2 Lot Lots 1-2-3-4 Subdivision McClures  
3, E 1/2 Lot 3, 4 Block 1 C-3 – General Commercial  
 Map 80907DA11900, Tax Lot 11900, 11800 Zone Bridge Vista Overlay Zone  
80907DA11800 and 7 DB 1300, 1400, 1501, 1700; un-platted lots fronting BIKI, Humans

Applicant Name: Craig RiegelneeggMailing Address: 830 SW 10th Avenue, #200 Portland OR 97205Phone (503) 206-3191Email: craig.riegelneegg@carletonhart.comProperty Owner's Name: Hollander HospitalityMailing Address: 119 North Commercial Street Bellingham WA 98225Phone: (206) 799 - 9869Email: sam@hollanderhospitality.comSignature of Applicant: [Signature] Date: 1/19/2018

Signature of Property Owner \_\_\_\_\_ Date: \_\_\_\_\_

Proposed Construction: Three floors of wood-framed hotel guestrooms over a concrete podium with covered parking, plus rehabilitation of an existing single-story wood structure to be attached.Site Dimensions & Square Footage: 400' x 95' plus 36'x90' to SW for flag-shaped lot, 42,180 SF total areaBuilding Square Footage: 1st Floor: 6100 SF 2nd & 3rd Floor: 8444/7693 Garage: 6510 SF includedAccessory Building Information: open-top trash enclosure at NW of site, 160 SF in lot coverage

**FILING INFORMATION:** The Design Review Committee meets on the first Thursday of the month, as needed depending on date of applications. Complete applications must be received by the 1<sup>st</sup> of the previous month. A pre-application meeting with the Planner is required prior to the acceptance of the application as complete. Only complete applications will be scheduled on the agenda. Your attendance at the Design Review Committee meeting is recommended.

## For office use only:

Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative DRC Meeting Date:	
120 Days:			



**All information concerning construction materials, design, dimensions, etc. is REQUIRED. If submitting large format plans, please also submit a reduced copy at 11" x 17" for reproducing.**

Briefly address each of the Design Review Guidelines and state whether the project complies with the guideline, if applicable, and why this request should be approved. **Please provide manufacturer information and/or detailed information for use of any material or design not selected from the "Encouraged" list in the Design Guidelines.** (Use additional sheets if necessary.):

**1. Building Form.**

Basic Shape: rectangular 4-story bar added to west of existing building, stepping back at second and third floors on north side

Porches & Balustrade - Design, Dimension, Features, Materials: Small concrete patio at north side of building, on grade

Balconies & Balustrade - Design, Dimension, Features, Materials: Roof decks at most north-facing guestrooms. 13'-4" wide, continuous plate across units, 6' deep at 2nd floor and 4' deep at 3rd

Other: Railings on balconies to be black powder-coated steel with wood caps. Deck finish at roof decks to be cementitious coating, similar in appearance to concrete.

**2. Windows.**

Material: fiberglass at guestrooms, storefront glazing at common, movable glass wall at north of Ship Inn  
Divided Windows (true divided, external muntins, etc): Individual windows not divided, but grouped together at typical guestroom locations for divided glazing appearance.

Operation (casement, single hung, etc.): Casement and fixed at guestrooms, fixed at storefront, sliding at movable wall

Size & Material of Exterior Casings (minimum 5/4" x 4"; provide detail diagram): Sheet metal, 4" wide, 2" projection from window - reference details in Part 2

Other: \_\_\_\_\_

**3. Exterior Wall Treatments.**

Material & Dimensions of Siding (note if material is smooth or textured): Synthetic wood siding, horizontal shiplap, with 3 stain colors. Same in vertical plank at stair tower.

Decorative Features: Metal cladding panels as accent below guestroom window arrangements and at other locations as noted.

Other: Cedar shake to match existing at rehab

**4. Doors.**

Material & Design: Glazed storefront at entry and patio doors at common areas. Glazed fiberglass swing doors to match windows at guestroom deck accesses.

Other: Egress doors at east and west stairs to be finished to match cladding and blend.

**5. Roof Elements.**

Style and Pitch of Roof: Flat roof with parapet over new construction Rehabilitated Ship Inn to maintain existing false mansard, slope to match existing, approximately 14:12 pitch.

Material: Built-up membrane over new and Ship Inn flat area, cedar shake along existing mansard.

Color: Grey BUR, natural cedar shake

Decorative Features (eave brackets, etc): Existing Ship Inn is relatively unadorned; appearance will be duplicated. Flat roof on new construction will not be visible from ground level.

Other: \_\_\_\_\_

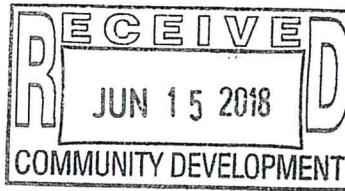


6. **Garage.**  
Garage Door Material & Design: Covered parking is open; no doors  
Window Material & Design: Perforated aluminum screens.  
Roof Style & Material: Covered parking is below building above.  
Other: \_\_\_\_\_
7. **Signs.**  
Dimension & Square footage: Two wall signs at 57 SF each, 1 monument sign at 30 SF  
Location: Wall signs south and east of stair tower, monument sign at southwest corner of site  
Type, Material & Design: Wall signs fabricated, backlit letter (precedents included). Monument sign  
Other: cut letter on same cladding as building.
8. **Exterior Lighting.**  
Fixture & Lamp Design: Fixtures to be contemporary, minimal and concealed where possible.  
Location: Parking, building entries, covered parking entries, landscape lighting along north  
Other: \_\_\_\_\_
9. **Other Design Elements.**  
(Fences, out buildings, corner boards, belt course, etc. with dimensions): The open stair at the southwest corner is constructed with exposed timber and clad with a cedar screen.  
\_\_\_\_\_  
\_\_\_\_\_
10. **Building Orientation.**  
New construction "bar" has long dimension oriented to south and north (River Trail).  
\_\_\_\_\_
11. **Building Massing.**  
Building to Lot Ratio: 12,725 SF / 42,180 SF = 30.17%  
Other: \_\_\_\_\_
12. **Access and Parking Design.**  
Number of Off-street Spaces: 53 spaces, lease agreement for 31 additional spaces at lot opposite  
Other: Second Avenue
13. **Landscaping.** Mixed of trees, shrubs and ground cover, irrigation to be provided. Screening provided by landscaping along north edge of parking lot, and additional landscaping in north planter  
\_\_\_\_\_
14. **Underground Utilities.** Utility access has been confirmed by City and Civil Engineer. Stormwater may require some re-routing but will conform to all code requirements.  
\_\_\_\_\_

**PLANS:** A site plan indicating location of the proposed structure on the property is required. Diagrams showing the proposed construction indicating style and type of materials proposed to be used are required. Scaled free-hand drawings are acceptable. The City may be able to provide some technical assistance on your proposal if it is adjacent to a historic structure and will require additional review by the Historic Landmarks Commission.

**If submitting large format plans, please also submit a reduced copy at 11" x 17" for reproducing.**





## ARTICLE 7: OFF-STREET PARKING AND LOADING

Note: Citations from the Astoria Development Code are referenced as they are relevant to the proposed project. Where code sections are not relevant, they are omitted for brevity.

**Citation:** 7.010. PARKING AND LOADING AREAS REQUIRED. A. Off-street parking areas and off-street loading areas meeting the applicable requirements of this Section shall be provided and maintained:

1. For each separate use in any building or structure erected after the adoption of this ordinance.
2. For additional seating capacity, floor area, guest rooms, or dwelling units added to any existing structure or lot.
3. When the use of the structure or portion thereof is changed.

**Response:** The proposed project will provide parking for the hotel, calculated per guestroom, in conformance with all requirements below. Parking is not being provided for Stephanie's Cabin at this time, since property is not currently operating, and the anticipated future renovation of this property will involve a reallocation of parking with the hotel, including supplemental off-site stalls to be leased at a future date.

**Citation:** 7.020. REDUCTION OF PARKING AREA PROHIBITED; EXCEPTION. Off-street parking and loading areas which existed on the effective date of this ordinance or which are provided as required by this Section shall be maintained, or equivalent parking and loading areas provided; except that if this ordinance reduces the number of required off-street parking or loading spaces, an affected use may diminish its parking and loading area to the new requirements.

**Response:** The proposed project is a full redevelopment of the portions of the current project site with minor site modifications to Stephanie's Cabin and its current lot. The design therefore eliminates all current parking spaces that are present along the west edge and north half of the site. These spaces are replaced by parking included in the new lot (Reference Parking Plan, Part 2 pp. 34) as needed to provide for the calculated requirements. The Stephanie's Cabin lot is being modified to create a radius for emergency vehicle entry along the north east corner of the lot, and to address minor accessibility nonconformance issues only. Parking requirements are being recalculated for the new uses; so prior parking shall have no determination over the number of spaces required.

**Citation:** 7.030. LOCATION. A. Off-street parking and loading areas required by this ordinance shall be provided on the same lot with the use except that:

1. In any residential zone, up to 50% of vehicle parking spaces for dwellings and other uses permitted in a residential zone may be located on contiguous lots or on a lot across a street or other right-of-way from the lot with the primary use.
2. In non-residential zones, up to 50% of the required parking area may be located off the site of the primary use or structure provided it is within 300 feet of such site.

B. Off-street parking is incidental to the use which it serves. As such, it shall be located in a zone appropriate to that use, or where a public parking area is a specific permitted use.



**Response:** None of these exceptions are being claimed at this time. The Owner anticipates claiming Exception 7.030.A.2, and locating spaces off-site for a future reallocation at the time of the renovation of Stephanie's Cabin.

**Citation:** 7.050. OWNERSHIP OF PARKING AND LOADING AREAS. A. Except as provided for joint use parking in Section 7.070, the land to be provided for off-street parking and loading areas, including driveways, aisles, and maneuvering areas shall be:

1. Owned by the owner of the property served by the parking; or
2. In commercial and industrial zones, the parking may be provided by a permanent and irrevocable easement appurtenant to the property served by the parking; or
3. Be leased for a minimum term of five (5) years, provided that upon expiration or termination of the lease, the parking requirements of this ordinance shall otherwise be fully met within 90 days or the use discontinued until such requirements are met.

**Response:** See Response to 7.030 above. All parking currently being provided shall be on site and on the property of the Owner.

**Citation:** 7.060. OFF-STREET VEHICLE PARKING REQUIREMENTS. A. Except as otherwise specifically provided in this ordinance, off-street parking spaces shall be provided in amounts not less than those set forth in Section 7.100.

See also, from 7.100. MINIMUM PARKING SPACE REQUIREMENTS.

Table 7.100 – Off-Street Parking Space Requirements by Use (excerpted as appropriate for calculations)

Required Parking	Quantity	Multiplier per Code	Response – Required Spaces
Hotel	66 guestrooms	1 space per guestroom	66 spaces
Restaurant (Ship Inn gross)	N/A	N/A, serving guests only	
Restaurant (Stephanie's Cabin gross)	4,573 SF	N/A, not part of this Project, anticipated future renovation to be reallocated with hotel parking and supplemental off-site parking conformant with code	
Total Required			66 spaces
Parking Provided On Site			68 spaces

**Response:** See the right column of the adapted Table 7.100 above for calculations for total required parking.



**Citation:** 7.090. OFF-STREET LOADING. A. Except as otherwise specifically provided in this ordinance, off-street loading shall be provided in amounts not less than those set forth in Section 7.160.

B. A parking area meeting the requirements of Sections 7.100 through 7.110 may also be used for loading when the use does not require a delivery vehicle which exceeds a combined vehicle and load rating of 20,000 pounds, and when the parking area is within 25 feet of the building or use which it serves.

See also:

**Citation:** 7.160. MINIMUM LOADING SPACE REQUIREMENTS (excerpted as appropriate for calculations)

Use and Gross Square Footage of Floor Area	Minimum Number of Spaces	Min. Width	Min. Length	Min. Height
B. for Buildings Used Entirely for Office Occupancy, 5,000-59,999 sq. ft.	1	12 ft	30 ft	14 ft
C. Commercial, Non-Office, Public and Semi-Public, 5,000-59,999 sq. ft.	1	12 ft	55 ft	14 ft

**Response:** Reference Parking Plan, Part 2 pp. 34. The Code includes separate listings for a commercial building of this square footage. The first listing is for a building of entirely office use, requiring a 12'x30' plan dimension loading space. The second is for "commercial, non-office, public and semi-public" and requires a 12'x55' loading space, sized for a trailer truck.

The proposed use fits more accurately into the second category. However, this hotel with its ancillary uses will not require trailer trucks to make deliveries on site. A smaller truck, able to fit into the 12'x30' loading space will be the largest vehicle required for on-site deliveries. With this in mind, the project team has confirmed by email with the City that Exception 7090.B may be claimed to satisfy this criterion. A truck loading space will be provided, but will claim this exception to allow the smaller delivery truck size in compliance with the Code. This loading spot is approximately seven (7) feet from the building, and will serve combined vehicle and load ratings of 20,000 pounds or less only.

For the future renovation of Stephanie's Cabin there will be no change. This building is below 5,000 square feet and does not require a loading space.

**Citation:** 7.105. BICYCLE PARKING. A. Standards. Bicycle parking spaces shall be provided for new development, change of use, and major renovation, at a minimum, based on the standards in Table 7.105. Major renovation is defined as construction valued at 25% or more of the assessed value of the existing structure. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automotive parking standard, pursuant to Section 7.062, the Community Development Director or Planning Commission, as applicable, may require bicycle parking spaces in addition to those in Table 7.105.

Table 7.105: Minimum Required Bicycle Parking Spaces (excerpted as appropriate for calculations)

Use	Min. Spaces per Code	Long Term %	Short Term %	Total Long Term	Total Short Term
Commercial	1 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater  Vehicle spaces used. 84/10=8.4. Round to 8.	50%	50%	4 spaces required, 2 additional spaces provided	4 spaces



**Response:** See the right two columns of the adapted Table 7.105 above for calculations for total required bicycle parking. Note that in this calculation a fractional number has been rounded down in conformance with 7.040. Fractional Measurements. Long term bike parking is provided in the covered parking area on the ground floor. Short term bike parking is provided adjacent to the lobby entry, east of the rehabilitated Ship Inn. Two (2) additional spaces are provided in the long term parking area, that may be used for short- or long-term parking as needed.

Any future Stephanie's Cabin renovation is excluded from this calculation, as it 1) is a separate development and 2) is not anticipated to exceed the 25% of assessed value threshold requiring these improvements. It is understood that if work exceeds this threshold site improvements listed here and elsewhere will be required.

**Citation:** 7.105.B. Design and Location. 1. All bicycle parking shall be securely anchored to the ground or to a structure.

**Response:** Bicycle parking will be provided with "staple" style racks bolted securely to concrete slabs. Reference proposed product and fastening method in Part 2, pp. 36.

**Citation:** 7.105.B.2. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle.

**Response:** The racks designed for the site, and the approaches and clearances around them, are common in urban applications, and allow for ease of use with multiple bicycles. Typical manufacturer's guidelines and past projects have been referencing in the determination of clearances and spacing.

**Citation:** 7.105.B.3. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.

**Response:** Short-term bicycle parking is proposed along the concrete sidewalk to the east of the rehabilitated Ship Inn. As this location is beyond the last drive entry from Second Street before it dead-ends at the river, the project team does not see this as an obstruction to the right-of-way. Furthermore, this location has no planting strip with which to integrate parking; racks will be bolted to the concrete walk as shown. Reference Parking Plan, Part 2 pp. 34 and 36.

**Citation:** 7.105.B.4. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.

**Response:** Short-term bicycle parking will be most easily and directly accessible from the curb cut provided at the crossing over the east drive entrance. Long-term bicycle parking shall generally be accessed through the south elevation entry into the covered parking area. At both locations the rider can move from the public-right-of-way to parking, and back, without getting off the bicycle.



**Citation:** 7.105.B.5. *Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall not conflict with the vision clearance standards of City Code Section 6.100.*

**Response:** Bike parking sits outside all required vision clearance area, and meets all other safety requirements listed.

**Citation:** 7.105.B.6. *Short-term bicycle parking.*

- a. *Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
- b. *If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
- c. *Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automotive parking space.*

**Response:** Short-term bicycle parking complies with all listed requirements. Stationary racks are provided and secured as noted above. Fewer than 10 spaces are required, so all four (4) spaces are uncovered. The furthest space is less than a 50-foot travel distance from the southeast lobby entry.

**Citation:** 7.105.B.7. *Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.*

**Response:** Long-term bicycle parking is provided within the covered parking area, adjacent to the building entry accessed from this covered parking area. The area will be within view of one of the building's security cameras. Lockable bike racks will be provided and secured to the ground as discussed above. Long-term parking will thus meet requirements for being "sheltered" and "secure."

**Citation:** 7.110. *PARKING AND LOADING AREA DEVELOPMENT REQUIREMENTS. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot unless otherwise noted, shall be developed and maintained as follows:*

A. *Location on site. Required yards adjacent to a street, shall not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards which are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.*

**Response:** No required yards adjacent to a street are used for parking and loading.

**Citation:** 7.110.B. *Surfacing. All parking and loading areas and driveways thereto shall be paved with asphalt, concrete or other hard surface approved by the City Engineer. Parking and loading areas shall be adequately designed, graded, and drained.*



**Response:** The proposed project will comply with this requirement.

**Citation:** 7.110.C. *Bumper guards or wheel barriers. Permanently affixed bumper guards or wheel barriers are required and shall be so installed that no portion of a vehicle will project into a public right-of-way or over adjoining property. The area beyond the wheel barriers or bumper guards shall be surfaced as required in Section 7.110(B) or landscaped.*

**Response:** The proposed project will comply with this requirement. See Response to 3.120.9 for more information regarding wheel stops, and reference Site Plan and Parking Plan.

**Citation:** 7.110.D. *Size of parking spaces and maneuvering areas. The parking area, each parking space, and all maneuvering areas shall be of sufficient size and all curves and corners of sufficient radius as determined by the City Engineer to permit the safe operation of a standard size vehicle subject to the following minimum requirements:*

1. *Full size parking spaces shall be nine and one half (9.5) feet wide and 20 feet long.*
2. *Compact parking spaces shall be eight and one half (8.5) feet wide and 16 feet long for no more than 50% of the parking spaces required. An increase to 75% compact may be approved administratively by the Community Development Director upon a finding that anticipated use would not require compliance. An increase greater than 75% may be approved by the Community Development Director as a Class 1 Variance in accordance with Article 9.*
3. *Where a landscaped area, fence, or wall is adjacent to a parking space, the parking space shall be ten (10) feet wide.*
4. *A maximum of 2.5' of a parking stall required length may extend beyond the wheel barrier into a landscaped area. The parking stall shall not extend into a pedestrian walkway area.*

**Response:** The Site Plan and Parking Plan (Part 2 pp. 28 and 34) indicate parking spaces designed in conformance with the dimensional requirement above.

Numbers of full-size and compact spaces for each area of parking are indicated in tags, and dimensions are provided, to demonstrate compliance with the 50% maximum for compact spaces. 26 of the 68 spaces provided on site are compact, representing 38% of the on-site total.

Note that all parking spaces in the north and south row of the open lot in the northwest portion of the site claim the 2.5' maximum extension into landscaped strips, reducing total depth to 17'-6" for these full-size spaces.

**Citation:** 7.110.E. *Access. Parking or loading areas having more than four (4) spaces shall be designed so that vehicles do not back into public streets, or do not use public streets for maneuvering. All entrances and exits onto public streets shall first have a Driveway Permit from the Engineering Department and shall be designed and constructed to City standards.*

**Response:** All parking spots are sufficiently clear of public streets so as no parking vehicles will be forced to maneuver on or back up into public streets. All drive entries, which are existing drive entries with improvements as deemed necessary, will meet the requirements listed, as



coordinated with the City. The entry into the Stephanie's Cabin lot, which is currently a one-way entry, will remain so with posted signage.

**Citation:** 7.110.F. *Lighting. Parking or loading areas that will be used at nighttime shall be lighted. Outdoor lighting shall be directed away from any adjacent residential zone or public street.*

**Response:** Lighting will be provided for parking and loading areas with the appropriate and required lumen levels and cutoffs. Reference Site Lighting Plan, Part 2 pp. 37.

**Citation:** 7.110.G. *Landscaping. 1. Landscaping shall be provided as required in Section 7.170 and Section 3.105 through 3.120. 2. Required landscaped yards shall not be used for parking.*

**Response:** Landscaping and parking shall meet all listed requirements.

**Citation:** 7.110.H. *Additional Requirements. 1. Directional signs and pavement marking shall be used to control vehicle movement in parking area.*

**Response:** Directional markings shall be provided at all three drive entries (2 of them also exits), and entries into covered parking and open parking lots. All of these entries shall be bi-directional, except for the Stephanie's Cabin lot, where directional markings and posted signage shall direct for entry only.

"No Parking" signs shall also be installed along the sidewalk to the north of the east-west drive, to ensure that this long, straight driveway is not obstructed.

**Citation:** 7.110.I. *Aisle Widths. Aisles with parking adjacent on one or both sides, depending on angle of parking spaces:*

*(excerpted as appropriate for calculations)*

0 - 40 degrees	12 feet
71 - 90 degrees	24 feet

**Response:** Parking is designed along a 90 degree orientation. 24-foot widths are therefore observed for all drive aisles. The aisle for parallel parking along the west edge of the site, which doubles as a driveway, is also 24' to allow for two-way traffic.

The opening into the enclosed parking lot on the west elevation of the building diminishes to 20 feet for structural reasons. However, as all parking access is bi-directional, this opening is provided for convenience only, and would not be subject to the code minimum.

**Citation:** 7.120. *DRIVEWAY DEVELOPMENT STANDARDS. All driveways providing access to parking spaces and loading areas required under this ordinance, including those for a single-family dwelling on a lot, shall conform to the Astoria City Code Sections 2.050 through 2.100 and Development Code Section 3.008.D, in addition to requirements in the Astoria Engineering Design Standards for Roadways (Chapter 4).*



**Response:** The proposed project will comply with this requirement.

**Citation:** 7.140. *PARKING PLAN REQUIRED. Plans, at a workable scale, for all parking and loading areas required under this Section, shall be submitted to the Community Development Director for approval prior to issuance of a permit; or, if no building permit is required, at the time of application for a driveway permit; or, if no such permit is required, prior to commencing any paving or use of the parking or loading area. No such work or use shall commence prior to approval by the City of the plans required by this Section.*

**Response:** Parking will be clearly indicated on the Site Plan to be included with the Permit Set for the project. A separate Parking Plan has also been included with this submittal, and may be found in Part 2, pp. 34.

**Citation:** 7.150. *ACCESSIBLE PARKING SPACES. A. Effective September 1, 1990, existing and new parking spaces for disabled persons shall be required by law at all public and government buildings.*

*B. The size, location, dimension, and marking for accessible parking spaces shall be in accordance with current State and Federal regulations for accessible parking facilities.*

**Response:** (1) van-accessible space and (3) standard accessible spaces are provided in the enclosed parking area in the Astoria Fairfield, in compliance with State and Federal requirements. (1) van-accessible space and (1) typical accessible space are provided at the Stephanie's Cabin lot, for future use.

**Citation:** 7.170. *LANDSCAPING OF OUTDOOR STORAGE OR PARKING AREAS. A minimum of 5% of the gross parking lot area shall be designed and maintained as landscaped area, subject to the standards in Sections 3.105 through 3.120. This requirement shall apply to all parking lots with an area of 600 square feet or greater. Approved sight obscuring fences or vegetative buffers shall be constructed where commercial parking lots abut Residential Zones. The minimum 5% landscaping shall be counted as part of the total landscaping required for the property.*

**Response:** Landscaped area within parking is calculated below, for components projects and the total site. Percentages are conformant with requirements above in all cases.

Project	Parking Area	Landscape in Parking	Area %
Hotel	14,755 SF	2,898 SF	19.64%
Stephanie's Cabin	5,286 SF	538 SF	10.18%
TOTAL	20,041 SF	3,436 SF	17.14%



- 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.

**Response:** Floor area calculations for the building are as follows:

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

Per the Code Definition of floor area, the calculations exclude area of covered parking (Item e), the open west stair (Item c) and guestroom decks (Item d and "exterior wall" designation). The total area falls below the 30,000 square foot maximum.

**Citation:** 14.115. DESIGN STANDARDS AND GUIDELINES A. Applicability and Review. The following design standards and guidelines apply to all new construction or major renovation, where "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure. Applications in the Bridge Vista Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.095 to 14.125. Some of the following design standards and guidelines apply to all uses. Other standards and guidelines are differentiated by non-industrial uses and industrial uses. For the purposes of these Sections, industrial uses include the following as further defined in Section 1.400 of the Development Code: [list is omitted for brevity]

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.

**Response:** The list of industrial uses does not include any of the primary or ancillary uses involved with the project. The proposed project is classified as a non-industrial use. Only requirements for non-industrial uses are referenced below.

Any future Stephanie's Cabin renovation is anticipated to be less than 25% of the assessed value of the structure, and these standards and guidelines will not apply. It is understood that standards will apply if the project value exceeds this threshold.

**Citation:** 14.115.B. Building Style and Form. 1. Standards for All Uses. Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.

**Response:** No projecting wall-mounted units will be used as part of the project. Guestroom heating and cooling will be provided by packaged terminal heat pump (PTHP) through-wall units,



## ARTICLE 7: OFF-STREET PARKING AND LOADING

Note: Citations from the Astoria Development Code are referenced as they are relevant to the proposed project. Where code sections are not relevant, they are omitted for brevity.

**Citation:** 7.010. *PARKING AND LOADING AREAS REQUIRED. A. Off-street parking areas and off-street loading areas meeting the applicable requirements of this Section shall be provided and maintained:*

- 1. For each separate use in any building or structure erected after the adoption of this ordinance.*
- 2. For additional seating capacity, floor area, guest rooms, or dwelling units added to any existing structure or lot.*
- 3. When the use of the structure or portion thereof is changed.*

**Response:** The proposed project will provide parking for the hotel, calculated per guestroom, in conformance with all requirements below. Parking is not being provided for Stephanie's Cabin at this time, since property is not currently operating, and the anticipated future renovation of this property will involve a reallocation of parking with the hotel, including supplemental off-site stalls to be leased at a future date.

**Citation:** 7.020. *REDUCTION OF PARKING AREA PROHIBITED; EXCEPTION. Off-street parking and loading areas which existed on the effective date of this ordinance or which are provided as required by this Section shall be maintained, or equivalent parking and loading areas provided; except that if this ordinance reduces the number of required off-street parking or loading spaces, an affected use may diminish its parking and loading area to the new requirements.*

**Response:** The proposed project is a full redevelopment of the portions of the current project site with minor site modifications to Stephanie's Cabin and its current lot. The design therefore eliminates all current parking spaces that are present along the west edge and north half of the site. These spaces are replaced by parking included in the new lot (Reference Parking Plan, Part 2 pp. 34) as needed to provide for the calculated requirements. The Stephanie's Cabin lot is being modified to create a radius for emergency vehicle entry along the north east corner of the lot, and to address minor accessibility nonconformance issues only. Parking requirements are being recalculated for the new uses; so prior parking shall have no determination over the number of spaces required.

**Citation:** 7.030. *LOCATION. A. Off-street parking and loading areas required by this ordinance shall be provided on the same lot with the use except that:*

- 1. In any residential zone, up to 50% of vehicle parking spaces for dwellings and other uses permitted in a residential zone may be located on contiguous lots or on a lot across a street or other right-of-way from the lot with the primary use.*
- 2. In non-residential zones, up to 50% of the required parking area may be located off the site of the primary use or structure provided it is within 300 feet of such site.*

*B. Off-street parking is incidental to the use which it serves. As such, it shall be located in a zone appropriate to that use, or where a public parking area is a specific permitted use.*



**Response:** None of these exceptions are being claimed at this time. The Owner anticipates claiming Exception 7.030.A.2, and locating spaces off-site for a future reallocation at the time of the renovation of Stephanie's Cabin.

**Citation:** 7.050. OWNERSHIP OF PARKING AND LOADING AREAS. A. Except as provided for joint use parking in Section 7.070, the land to be provided for off-street parking and loading areas, including driveways, aisles, and maneuvering areas shall be:

1. Owned by the owner of the property served by the parking; or
2. In commercial and industrial zones, the parking may be provided by a permanent and irrevocable easement appurtenant to the property served by the parking; or
3. Be leased for a minimum term of five (5) years, provided that upon expiration or termination of the lease, the parking requirements of this ordinance shall otherwise be fully met within 90 days or the use discontinued until such requirements are met.

**Response:** See Response to 7.030 above. All parking currently being provided shall be on site and on the property of the Owner.

**Citation:** 7.060. OFF-STREET VEHICLE PARKING REQUIREMENTS. A. Except as otherwise specifically provided in this ordinance, off-street parking spaces shall be provided in amounts not less than those set forth in Section 7.100.

See also, from 7.100. MINIMUM PARKING SPACE REQUIREMENTS.

Table 7.100 – Off-Street Parking Space Requirements by Use (excerpted as appropriate for calculations)

Required Parking	Quantity	Multiplier per Code	Response – Required Spaces
Hotel	66 guestrooms	1 space per guestroom	66 spaces
Restaurant (Ship Inn gross)	N/A	N/A, serving guests only	
Restaurant (Stephanie's Cabin gross)	4,573 SF	N/A, not part of this Project, anticipated future renovation to be reallocated with hotel parking and supplemental off-site parking conformant with code	
Total Required			66 spaces
Parking Provided On Site			68 spaces

**Response:** See the right column of the adapted Table 7.100 above for calculations for total required parking.



**Citation:** 7.090. OFF-STREET LOADING. A. Except as otherwise specifically provided in this ordinance, off-street loading shall be provided in amounts not less than those set forth in Section 7.160.

B. A parking area meeting the requirements of Sections 7.100 through 7.110 may also be used for loading when the use does not require a delivery vehicle which exceeds a combined vehicle and load rating of 20,000 pounds, and when the parking area is within 25 feet of the building or use which it serves.

See also:

**Citation:** 7.160. MINIMUM LOADING SPACE REQUIREMENTS (excerpted as appropriate for calculations)

Use and Gross Square Footage of Floor Area	Minimum Number of Spaces	Min. Width	Min. Length	Min. Height
B. for Buildings Used Entirely for Office Occupancy, 5,000-59,999 sq. ft.	1	12 ft	30 ft	14 ft
C. Commercial, Non-Office, Public and Semi-Public, 5,000-59,999 sq. ft.	1	12 ft	55 ft	14 ft

**Response:** Reference Parking Plan, Part 2 pp. 34. The Code includes separate listings for a commercial building of this square footage. The first listing is for a building of entirely office use, requiring a 12'x30' plan dimension loading space. The second is for "commercial, non-office, public and semi-public" and requires a 12'x55' loading space, sized for a trailer truck.

The proposed use fits more accurately into the second category. However, this hotel with its ancillary uses will not require trailer trucks to make deliveries on site. A smaller truck, able to fit into the 12'x30' loading space will be the largest vehicle required for on-site deliveries. With this in mind, the project team has confirmed by email with the City that Exception 7090.B may be claimed to satisfy this criterion. A truck loading space will be provided, but will claim this exception to allow the smaller delivery truck size in compliance with the Code. This loading spot is approximately seven (7) feet from the building, and will serve combined vehicle and load ratings of 20,000 pounds or less only.

For the future renovation of Stephanie's Cabin there will be no change. This building is below 5,000 square feet and does not require a loading space.

**Citation:** 7.105. BICYCLE PARKING. A. Standards. Bicycle parking spaces shall be provided for new development, change of use, and major renovation, at a minimum, based on the standards in Table 7.105. Major renovation is defined as construction valued at 25% or more of the assessed value of the existing structure. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automotive parking standard, pursuant to Section 7.062, the Community Development Director or Planning Commission, as applicable, may require bicycle parking spaces in addition to those in Table 7.105.

Table 7.105: Minimum Required Bicycle Parking Spaces (excerpted as appropriate for calculations)

Use	Min. Spaces per Code	Long Term %	Short Term %	Total Long Term	Total Short Term
Commercial	1 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater  Vehicle spaces used. 84/10=8.4. Round to 8.	50%	50%	4 spaces required, 2 additional spaces provided	4 spaces



**Response:** See the right two columns of the adapted Table 7.105 above for calculations for total required bicycle parking. Note that in this calculation a fractional number has been rounded down in conformance with 7.040. Fractional Measurements. Long term bike parking is provided in the covered parking area on the ground floor. Short term bike parking is provided adjacent to the lobby entry, east of the rehabilitated Ship Inn. Two (2) additional spaces are provided in the long term parking area, that may be used for short- or long-term parking as needed.

Any future Stephanie's Cabin renovation is excluded from this calculation, as it 1) is a separate development and 2) is not anticipated to exceed the 25% of assessed value threshold requiring these improvements. It is understood that if work exceeds this threshold site improvements listed here and elsewhere will be required.

**Citation:** 7.105.B. Design and Location. 1. All bicycle parking shall be securely anchored to the ground or to a structure.

**Response:** Bicycle parking will be provided with "staple" style racks bolted securely to concrete slabs. Reference proposed product and fastening method in Part 2, pp. 36.

**Citation:** 7.105.B.2. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle.

**Response:** The racks designed for the site, and the approaches and clearances around them, are common in urban applications, and allow for ease of use with multiple bicycles. Typical manufacturer's guidelines and past projects have been referencing in the determination of clearances and spacing.

**Citation:** 7.105.B.3. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.

**Response:** Short-term bicycle parking is proposed along the concrete sidewalk to the east of the rehabilitated Ship Inn. As this location is beyond the last drive entry from Second Street before it dead-ends at the river, the project team does not see this as an obstruction to the right-of-way. Furthermore, this location has no planting strip with which to integrate parking; racks will be bolted to the concrete walk as shown. Reference Parking Plan, Part 2 pp. 34 and 36.

**Citation:** 7.105.B.4. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.

**Response:** Short-term bicycle parking will be most easily and directly accessible from the curb cut provided at the crossing over the east drive entrance. Long-term bicycle parking shall generally be accessed through the south elevation entry into the covered parking area. At both locations the rider can move from the public-right-of-way to parking, and back, without getting off the bicycle.

**Citation:** 7.105.B.5. *Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall not conflict with the vision clearance standards of City Code Section 6.100.*

**Response:** Bike parking sits outside all required vision clearance area, and meets all other safety requirements listed.

**Citation:** 7.105.B.6. *Short-term bicycle parking.*

- a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
- b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
- c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automotive parking space.*

**Response:** Short-term bicycle parking complies with all listed requirements. Stationary racks are provided and secured as noted above. Fewer than 10 spaces are required, so all four (4) spaces are uncovered. The furthest space is less than a 50-foot travel distance from the southeast lobby entry.

**Citation:** 7.105.B.7. *Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.*

**Response:** Long-term bicycle parking is provided within the covered parking area, adjacent to the building entry accessed from this covered parking area. The area will be within view of one of the building's security cameras. Lockable bike racks will be provided and secured to the ground as discussed above. Long-term parking will thus meet requirements for being "sheltered" and "secure."

**Citation:** 7.110. *PARKING AND LOADING AREA DEVELOPMENT REQUIREMENTS. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot unless otherwise noted, shall be developed and maintained as follows:*

*A. Location on site. Required yards adjacent to a street, shall not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards which are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.*

**Response:** No required yards adjacent to a street are used for parking and loading.

**Citation:** 7.110.B. *Surfacing. All parking and loading areas and driveways thereto shall be paved with asphalt, concrete or other hard surface approved by the City Engineer. Parking and loading areas shall be adequately designed, graded, and drained.*



**Response:** The proposed project will comply with this requirement.

**Citation:** 7.110.C. Bumper guards or wheel barriers. Permanently affixed bumper guards or wheel barriers are required and shall be so installed that no portion of a vehicle will project into a public right-of-way or over adjoining property. The area beyond the wheel barriers or bumper guards shall be surfaced as required in Section 7.110(B) or landscaped.

**Response:** The proposed project will comply with this requirement. See Response to 3.120.9 for more information regarding wheel stops, and reference Site Plan and Parking Plan.

**Citation:** 7.110.D. Size of parking spaces and maneuvering areas. The parking area, each parking space, and all maneuvering areas shall be of sufficient size and all curves and corners of sufficient radius as determined by the City Engineer to permit the safe operation of a standard size vehicle subject to the following minimum requirements:

1. Full size parking spaces shall be nine and one half (9.5) feet wide and 20 feet long.
2. Compact parking spaces shall be eight and one half (8.5) feet wide and 16 feet long for no more than 50% of the parking spaces required. An increase to 75% compact may be approved administratively by the Community Development Director upon a finding that anticipated use would not require compliance. An increase greater than 75% may be approved by the Community Development Director as a Class 1 Variance in accordance with Article 9.
3. Where a landscaped area, fence, or wall is adjacent to a parking space, the parking space shall be ten (10) feet wide.
4. A maximum of 2.5' of a parking stall required length may extend beyond the wheel barrier into a landscaped area. The parking stall shall not extend into a pedestrian walkway area.

**Response:** The Site Plan and Parking Plan (Part 2 pp. 28 and 34) indicate parking spaces designed in conformance with the dimensional requirement above.

Numbers of full-size and compact spaces for each area of parking are indicated in tags, and dimensions are provided, to demonstrate compliance with the 50% maximum for compact spaces. 26 of the 68 spaces provided on site are compact, representing 38% of the on-site total.

Note that all parking spaces in the north and south row of the open lot in the northwest portion of the site claim the 2.5' maximum extension into landscaped strips, reducing total depth to 17'-6" for these full-size spaces.

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coordinated with the City. The entry into the Stephanie's Cabin lot, which is currently a one-way entry, will remain so with posted signage.

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**Response:** Landscaping and parking shall meet all listed requirements.

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*(excerpted as appropriate for calculations)*

0 - 40 degrees	12 feet
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The opening into the enclosed parking lot on the west elevation of the building diminishes to 20 feet for structural reasons. However, as all parking access is bi-directional, this opening is provided for convenience only, and would not be subject to the code minimum.

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**Response:** The proposed project will comply with this requirement.

**Citation:** 7.140. **PARKING PLAN REQUIRED.** *Plans, at a workable scale, for all parking and loading areas required under this Section, shall be submitted to the Community Development Director for approval prior to issuance of a permit; or, if no building permit is required, at the time of application for a driveway permit; or, if no such permit is required, prior to commencing any paving or use of the parking or loading area. No such work or use shall commence prior to approval by the City of the plans required by this Section.*

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*B. The size, location, dimension, and marking for accessible parking spaces shall be in accordance with current State and Federal regulations for accessible parking facilities.*

**Response:** (1) van-accessible space and (3) standard accessible spaces are provided in the enclosed parking area in the Astoria Fairfield, in compliance with State and Federal requirements. (1) van-accessible space and (1) typical accessible space are provided at the Stephanie's Cabin lot, for future use.

**Citation:** 7.170. **LANDSCAPING OF OUTDOOR STORAGE OR PARKING AREAS.** *A minimum of 5% of the gross parking lot area shall be designed and maintained as landscaped area, subject to the standards in Sections 3.105 through 3.120. This requirement shall apply to all parking lots with an area of 600 square feet or greater. Approved sight obscuring fences or vegetative buffers shall be constructed where commercial parking lots abut Residential Zones. The minimum 5% landscaping shall be counted as part of the total landscaping required for the property.*

**Response:** Landscaped area within parking is calculated below, for components projects and the total site. Percentages are conformant with requirements above in all cases.

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**Response:** Floor area calculations for the building are as follows:

First Floor	5,952 square feet
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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.

**Response:** The list of industrial uses does not include any of the primary or ancillary uses involved with the project. The proposed project is classified as a non-industrial use. Only requirements for non-industrial uses are referenced below.

Any future Stephanie's Cabin renovation is anticipated to be less than 25% of the assessed value of the structure, and these standards and guidelines will not apply. It is understood that standards will apply if the project value exceeds this threshold.

**Citation:** 14.115.B. Building Style and Form. 1. Standards for All Uses. Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.

**Response:** No projecting wall-mounted units will be used as part of the project. Guestroom heating and cooling will be provided by packaged terminal heat pump (PTHP) through-wall units,



STAFF REPORT AND FINDINGS OF FACT
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June 18, 2018

TO: DESIGN REVIEW COMMITTEE

FROM: NANCY FERBER, PLANNER 

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**

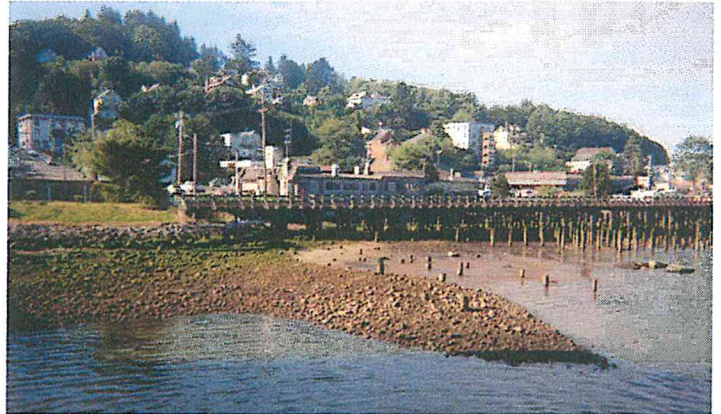
- A. Applicant: Craig Riegelneegg – Carleton Hart Architecture  
830 SW 10th Avenue, #200  
Portland OR 97205
- B. Owner: Hollander Properties LLC  
Fair Whether LLC  
Mark Hollander  
119 North Commercial Street # 165  
Bellingham WA 98225
- C. Location: 1 2<sup>nd</sup> Street Tax Lots 11800 & 11900; 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 an 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.



### 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:

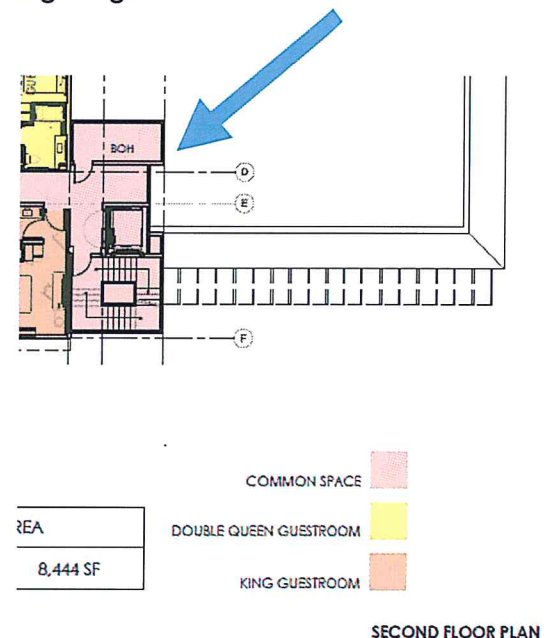
1. *Maximum building height is 35 feet except as noted in subsection (2) of this section.*
2. *Building height up to 45 feet is permitted when building stories above 24 feet are stepped back at least 10 feet in accordance with Section 14.113.C.*

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.



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.*

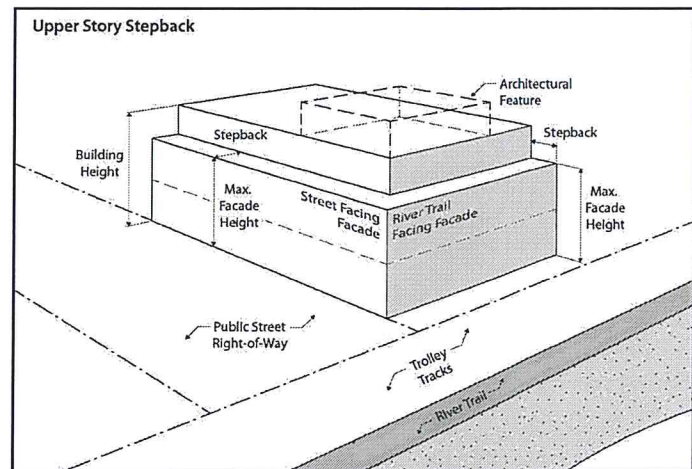


Figure 14.113-1: Building Stepbacks

*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 staff’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. However the applicant should provide justification for how the new construction portion of the site retains the characters of scale, and massing of the site.

To meet criteria for 14.115 (B) 1a, it is recommended the applicant address how the design is maintaining characteristics of scale, massing and material along street facades.

To meet criteria for 14.115(B) 1b, it is recommended the applicant address how the new construction portion of the building does not “deform or adversely affect the composition of the façade or be out of scale with the building.

- c. *Distinctive stylistic features or examples of skilled craftsmanship should be treated with sensitivity. All buildings should be respected and recognized as products of their time.*

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.

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

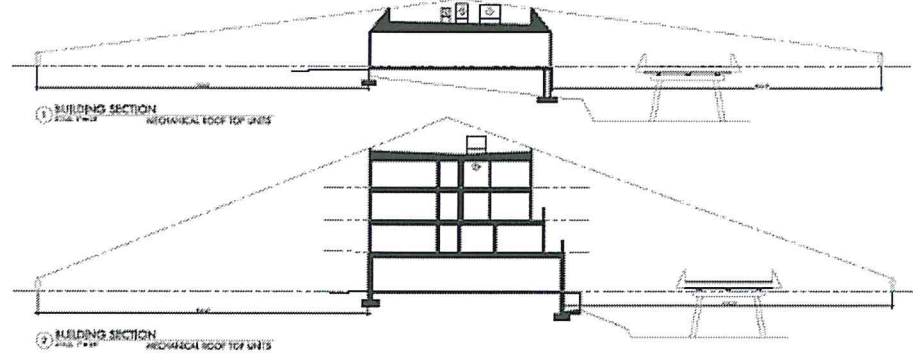
Finding: Not applicable- The exterior of Ship Inn does not contain a slip cover.

- 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 will be finished with a synthetic wood material (samples provided by the applicant will be available for review 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. 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.*

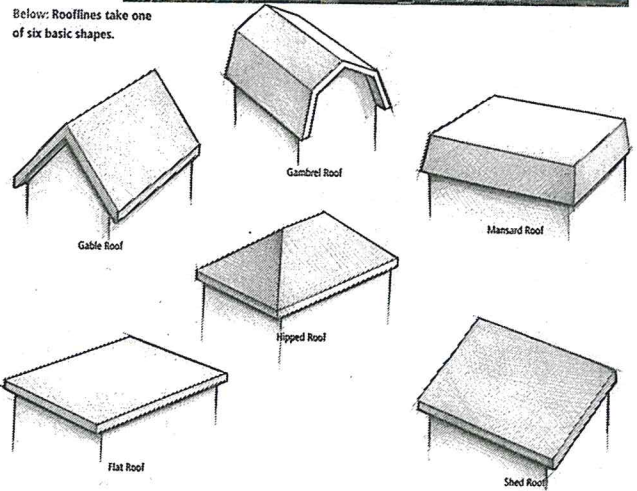


*The following roof forms are prohibited:*

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



Finding: Neither of these forms are proposed on the 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:



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: As noted above, the DRC shall determine if the continuation of a semi-false mansard like roof design is appropriate for the Ship Inn structure. The main structure of the new construction incorporates a flat roof behind a parapet wall, which addresses the criteria.

*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.

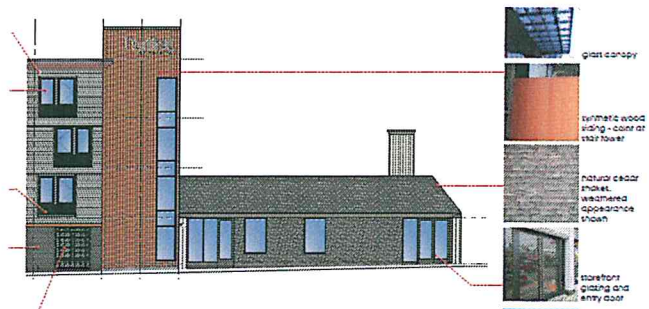
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#### *Doors.*

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. The DRC shall determine if the door design meets the criteria.



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 1 4.115D4.c

## 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 applican 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

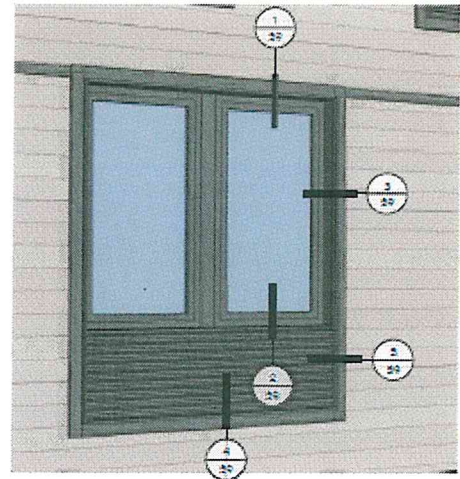
3. *Design Guidelines for All Uses.*

- 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.



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:*

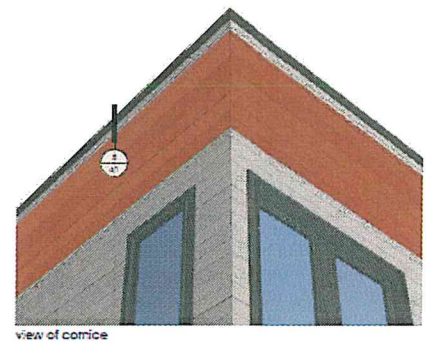
- a. *Cladding materials such as corrugated metal panels or spandrel glass;*
- b. *Panels that are poorly detailed or do not have detailing;*
- c. *Neon or other fluorescent colors;*
- d. *Bright or primary wall colors for the entire wall surface;*
- e. *Flagstone, simulated river rock, or other similar 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.

*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 shall determine if the proposed wall treatment meets criteria.



O.

*14.115 G. Awnings*

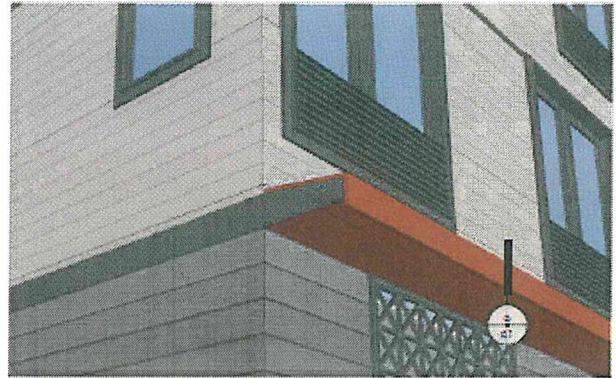
1. *Standards for Types of Awnings and Treatments. The following types of awnings and awning treatments are prohibited:*
  - a. *Fixed "bubble shaped" awnings and*
  - b. *Awnings lit internally.*
  - c. *Awnings improperly sized for the building/entry/window*
2. *Guidelines for Types of Awnings and 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. The applicant shall clarify the depth of this awning and the DRC shall determine if it meets criteria for (c) properly sized for the building/entry/window.



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 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 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.



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.

### *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.

### 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.

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

It is recommended that Design Review Committee review the application and determine if the application addresses review criteria. It is recommended by staff that the applicant should provide clarification on the items noted above for the Design Review Committee to determine if the criteria are met. Items to be addressed as a part of the hearing or through possible conditions of approval are noted below:

1. The applicant shall confirm the exact location of the trash enclosure in relation to setbacks, and confirm the setbacks from the property line.
2. To meet criteria for 14.115 (B) 1a, the applicant shall address how the design is maintaining characteristics of scale, massing and material along street facades.
3. To meet 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 of the façade or be out of scale with the building.
4. The specific aspects of the design shall be outlined as to how they address sensitivity and craftsmanship at the site and development as a product of the time.

5. The applicant shall submit an alternative plan to screen five rooftop units from view, specifically noting how criteria on the east-west 100' views have been met.
6. The DRC shall determine if the proposed treatment to the Ship Inn roof is prohibited
7. The applicant shall submit door hardware for review by the Community Development Department in order to meet criteria 14.115D4.C
8. The applicant shall confirm which windows contain the required crown mouldings as the sample included in the application do not incorporate appropriate moldings.
9. DRC should determine if the new windows meet criteria as part for the renovation portion of the proposal.
10. The DRC should determine whether the proposed wall material / colors proposed address development code provisions.
11. The applicant shall clarify the depth of this synthetic wood awning and the DRC shall determine if it meets criteria for (c) properly sized for the building/entry/window.
12. Lighting type "F" noted on page 37 (lighting plan) shall be down cast and not include an up-lighting design.
13. 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.
14. 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.
15. The applicant shall submit a new landscaping plan to the Community Development Department, including a scale showing the required square footage of landscaping has been met.
16. 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.
17. 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.



18. The applicant shall obtain all necessary City and building codes permits.

Nancy Ferber

gross floor  
Area

**From:** Mike Morgan  
**Sent:** Tuesday, December 12, 2017 1:32 PM  
**To:** Nancy Ferber  
**Subject:** FW: Gross Floor Area applicability

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**From:** Blair Henningsgaard [mailto:blair@astoria.law]  
**Sent:** Tuesday, December 12, 2017 11:39 AM  
**To:** Mike Morgan  
**Subject:** Re: Gross Floor Area applicability

Mike

This is a question of interpretation but given that the measurements described are from exterior walls and that one main purpose of the regulations is preserve view corridors I would say that balconies and decks do not count in the calculation of the gross horizontal floor area.

Not really a legal opinion - just the way I would interpret it.

Blair

Blair Henningsgaard  
[blair@astoria.law](mailto:blair@astoria.law)  
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Astoria, OR 97103

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On Dec 12, 2017, at 9:19 AM, Mike Morgan <[mmorgan@astoria.or.us](mailto:mmorgan@astoria.or.us)> wrote:

Blair: We have a question from the Hollander hotel developer about square footage definitions. As you know, the building they want to build next to Ship Inn is limited to 30,000 s.f. "BVO 14.115D. Size: The gross floor area of on-land commercial uses in the Bridge Vista Overlay Zone shall be a maximum of 30,000 square feet." Here's the definition of Floor Area:



FLOOR AREA: 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.

The architects want to put roof decks on the “step back” (the inset of the building facing the river on the second or third floor), and possibly projecting balconies. The question is do these count as square footage?

Please call if you want to discuss.

**Mike Morgan**  
Interim Planner  
Community Development Department  
City of Astoria  
1095 Duane Street  
Astoria OR 97103  
503-338-5183  
[www.astoria.or.us](http://www.astoria.or.us)

## Tiffany Taylor

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**From:** Charles Stuart <futrup@icloud.com>  
**Sent:** Thursday, June 14, 2018 7:20 AM  
**To:** Tiffany Taylor  
**Subject:** Riverfront hotel

Tiffany Taylor  
Administrative Assistant  
Community Development Department  
City of Astoria  
1095 Duane  
Astoria OR 97103  
503-338-5183  
[www.astoria.or.us](http://www.astoria.or.us)

Dear Ms. Taylor

I'm writing about the project proposed for the Ship Inn site and adjacent area. Having looked at the proposed plan I find it too large, too tall and with an appearance that starts ugly and will become worse in time. However arguably poor appearing buildings along the river front seem its no reason to continue in that direction. Our waterfront is worth waiting for great ideas to come along.

Investors are only parting with money we're giving up majesty if the riverfront is not done perfectly.  
Chuck Stuart



## Tiffany Taylor

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**From:** Glen Boring <glenbor@charter.net>  
**Sent:** Thursday, June 14, 2018 3:26 PM  
**To:** Tiffany Taylor  
**Subject:** Fairfield Hotel Project

Design Review Committee:

I would like to register some of my concerns regarding the proposed Fairfield Hotel. I am a new owner (January 2018) at Columbia House. The view was an important factor in our purchase of the unit and the proposed hotel would definitely have a negative impact on that view as well as on our property value. It is obvious that the proposed hotel would also have a negative impact on traffic. Likewise, it will produce increased demand on resources and infrastructure in addition to increased pressure for already limited affordable housing.

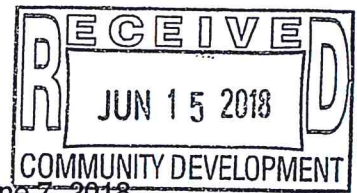
While some business owners in the tourist industry are in favor of the project, we who are neighbors are not. The primary interest of the corporation is not to enhance Astoria—it is to turn a profit.

As far as the actual design is concerned, the proposed hotel is a basic box that is higher than the regulations allow. Requirements become meaningless when they are not followed. In addition, we are definitely opposed to the balconies.

Thank you for the opportunity to respond to this proposal, and please forward this to the Historic Landmarks Commission.

Sincerely,

Glen R. Boring



Good evening Design Review Commission member,

June 7, 2018

RE: Design Review information concerning the proposed Fairfield Hotel.

I am hoping that the below will help you prepare for your meeting on June 25th concerning the Fairfield Hotel.

At one time it was advertised they were going to build a Fairfield Inn and Suites, but now it appears to be just a Fairfield Hotel. Please ask for the difference between the two and why we are not getting the better product.

I hope you will spend some time before your meeting on June 25th looking at the design book which also contains city requirements for the project. Below I reference different pages within the document which Ms Ferber can provide you.

***The diagram on page 38 of the design pages shows that the Ship Inn space will not only include the check-in place, but also a restaurant as well as a bar with seating for well over 50 individuals. I find it hard to believe this is just a space for hotel guests to have a continental breakfast with a great view. It may serve that purpose in the morning, but I think it will be open for lunch and dinner. They did buy the recipes from the Ship Inn. This is why at least 13 parking spaces are required for its more than 3,000 square feet.***

***More than 80 parking spaces are needed for the hotel complex and they can provide only 68 onsite. If the hotel was kept to the 35 feet instead of slightly more than the 45 feet height limit in the proposal before you, then they would more easily meet their parking requirement. They must use the toxic parking lot site on the east side of 2nd street to meet one-third of their parking requirement. Many of those parking spaces must be designated full size which requires them to be 20 feet in length, but this project is only going to make them 17.5 feet. That same parking lot is being used as part of the State of Oregon's Self-Sufficiency office required parking. What happens if Chevron believes at some point that they have developed new technology to clean up this toxic site and finds it is cost effective to do so? Where will Fairfield Hotel/repurposed Stephanie's Cabin find the required 102 parking spaces? Perhaps require they reduce the size of the project and contain a higher percentage of required parking on site. Please do not allow a higher percentage of compact parking spaces — people are not buying those size cars as they did in the past.***

***The February 6th Daily Astorian article on the proposed hotel reads "the hotel would employ 25 people full time and up to 35 seasonally". While people will be working different shifts, I would think you should require at least 12-15 parking spaces for employees. I could not find anywhere that this was part of the 102 spaces that are required.***

***Where will people safely cross 2nd Street to and from the hotel with their luggage and children? I also find it strange that the large covered parking space on the first floor is not part of the 30,000 square foot limit on structures required under the Bridge Vista Plan. It is as if a parking structure could be built in this area and nothing would have to counted towards its square footage.***

***Please study pages 38-41 of the design manual. This will show how they are justifying the 45 foot height. The second floor is where they have their seven double queen bed rooms which make them larger. They also put two "accessible guest rooms" at either end of the 2nd floor. These two special end rooms stick out ten feet more than the 3rd and 4th floors, but all the other 2nd floor rooms are only four feet more than the 3rd and 4th floors. It is as if they are using the six-foot second floor balconies to show a step back, but are not including them in the total square footage of the building.***



**Even without the covered parking lot and balconies being calculated as part of the total square footage, their plan would produce 29,782 square feet or in another place in the document 29, 924 square feet out of the 30,000 square feet allowed under the Bridge Vista Plan.**

**The design book that Ms Ferber shared made it look like the four stories facing Marine Drive are all the same. It appears to be just a flat surface with no articulation or change in material except for windows. When I looked at the Hampton Inn and Suites, Comfort Inn and Suites, and the Holiday Inn Express they all have significant articulations, change in building material, different colors and some have awnings on the front surface facing Marine Drive/Leif Erikson Drive. Much more needs to be done to the Fairfield Hotel. Perhaps Fairfield Inn and Suites would have such and Astoria needs to require it of this project.**

**In regards to the mechanical equipment, "those on the hotel roof will project above the 45-foot height limit slightly." (page 11) "Elevator penthouse will project above the 45-foot limit." On page 43 of the building section it appears to be as much as five feet above. The stair case parapet will also exceed the 45 foot height limit to "better display building signage" (I believe this is on page 12) Then you read on page four that the parapet height is no more than 44 feet 10 inches. Please make sure you check numbers. The square footage of each floor is also not the same in a couple of places.**

**I hope you will restrict their building signage facing east. Hotels like the Hampton Inn and Suites and Holiday Inn Express do not have any signage on the east face of their buildings. They have one on the front and a monument sign which the Fairfield Hotel could also easily do to capture the attention of west bound drivers. Where I live in the Columbia House condominiums I do not want to look out our windows and have my eyes continually drawn to a Fairfield Hotel sign which is lit up or back lit on its east-facing wall.**

**One area I did not see discussed in the design book is the hotel blocking view from homes that currently have them. Such blockage could cost an owner \$10,000's if not \$100,000 in the assessed value of their home/property. Is there a difference between a hotel that is 25 feet, 35 feet, or 45 feet tall in what existing views are blocked?**

**The document has too many of what I call weasel words. Just using page 47 you can read "should be used" and "are encouraged" and "are discouraged". There are many others throughout the document which demand nothing of the development. It is like it is just a suggestion and we will leave it up to them to do what we believe is right. The residents of Astoria deserve better and you should have a firm understanding of the project which these and other weasel words do not allow.**

**In that same issue of the Daily Astorian you can read "the height of the building includes digging down 3 feet into the site, as far as the company could go". I can read this two ways. One is that the building will appear three feet less than 45 plus feet or that the building will actually be closer to 48 feet, but it will not appear that tall because they will dig down three feet. I hope it is the first.**

**This digging into the site brings up another 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 which is not far from Chevron's property? 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.**



***Does the proposed Fairfield hotel need large balconies? The Holiday Inn Express is does fine without them. If you must have them, they could be very shallow which would allow one to stand with an opening, but not enough for chairs and tables.***

***Will Columbia House condominium (1 3rd Street) residents be able to look into the lit-up hotel rooms and will hotel guests be able to look into our units? I assume you know the entire west side of the Columbia House is all glass or windows. Our bedrooms make up much of the floor to ceiling window space. This is another reason to not build any balconies.***

***Some of us use telescopes and binoculars on a regular basis to view wildlife and river activity. I assume some hotel guests will also have them for the same reasons, but they also could be used to easily look where they shouldn't. Balconies will make this much easier. Are we to live with our curtains drawn and not enjoy the view?***

***How will you insure that getting out onto Marine Drive doesn't become more difficult? I know they believe they will produce less traffic than the two businesses they purchased, but I am not sure this is true after they develop Stephanie's Cabin into its ultimate use. What are your thoughts?***

***Will you make sure the hotel's as well as other buildings' east and north side lights are dim as well as completely hooded? Will they be on timers? Will they be a non-bright light?***

***Will you require parking lot lights be completely hooded and meet dark-sky standards? How tall will the light poles be within the parking lot? Where will the hotel sign be located and how tall will you allow it? It doesn't need to be very tall to allow people to see it along Marine Drive.***

***What are the City's standards for shielding roof mounted equipment? Does it include material being used that appears to be an integral part of the building? The Columbia House will be taller and looking down on the hotel. What view will some units have?***

***With taller and taller buildings in Astoria the City needs written solid waste/recycle guidelines such as the following: <https://www.sanjooseca.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 from the balconies if you allow them.***

***Will you help them design the project so big rig deliveries are made on the west side of the hotel and away from 2nd Street? Less noise on 2nd Street the better.***

***It would be better if the entire project was designed at the same time. This means Stephanie's Cabin's repurposing is also factored into the design and approval process. What uses are they proposing to you for the Stephanie's Cabin and how are you incorporating those possible uses into the design of the hotel? Perhaps working the two projects together would allow for the earlier removal of the chain link fence and better maintenance of existing vegetation.***



***It is very sad to see the vegetation around Stephanie's Cabin dying or growing out of control. What will be done with it in the short term? I watched them cut down and remove vegetation around the Ship Inn last year. Will any of the remaining vegetation be maintained? That around Stephanie's Cabin is on one of City's main drives and should be maintained to look good — not just cut down and removed.***

***Some city's require vegetation planted as part of a project to be maintained for at least five years. Does Astoria have such a condition to make sure a plant is replaced if it dies. I consider plants to be part of the design of a project.***

***There is a small sandy area on the east end and north of the trestle when the River is low. I sometimes see deer wondering the area as well as a few people. How will the hotel make this area one that hotel guests will not use? It is usually entered at the north end of 2nd Street.***

***I understand that some of the questions and points found above are not part of evaluating the design of the project, but I thought it was still worth letting you know the concerns of at least one resident.***

Thank you for taking the time to read the above,

  
George (Mick) Hague

P.S. Please email me if you have any questions on what I wrote = George Hague ([gbhague@gmail.com](mailto:gbhague@gmail.com))

Tuesday, February 6, 2018

## **Proposed hotel gets lukewarm welcome**

Issues raised about design, exterior, size

**By EDWARD STRATTON**

*The Daily Astorian*

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

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

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

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**

**Hotel:** It would employ 25 people full time, and up to 35 seasonally

### **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."