

DESIGN REVIEW COMMITTEE

Astoria City Hall

June 25, 2018

CALL TO ORDER:

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

ROLL CALL – ITEM 2:

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

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

APPROVAL OF MINUTES – ITEM 3:

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

PUBLIC HEARINGS:

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

ITEM 4(a):

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

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

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

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

President Rickenbach called for a presentation of the Staff report.

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

Commissioner Phelps arrived at 5:09 pm.

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

Craig Riegelneegg, 830 SW 10th, Portland, Carleton Hart Architecture, introduced Sam Mullen with Hollander Hospitality and Mo Faul with Carleton Hart Architecture. He said the project was for a hotel by Marriott at 1 2nd

Street in the C-3, Bridge Vista Overlay, near the Astoria Megler Bridge and that the project is undergoing both historic and design review. The site located between Marine Drive and the Riverwalk and currently contains the closed Ship Inn, Stephanie's Cabin, and a parking lot that makes up the east end of the Bridge Vista Overlay Zone and abuts the Urban Core Area, whose stated goal was to create an urban edge to the river front. The Bridge Vista's stated goal was to support water dependent and water related uses and new uses consistent with Astoria's working waterfront, encourage designs that are compatible with the areas historic and working waterfront character, allow commercial and residential uses that complement the downtown core, and support other planning objectives for the area. The proposed project is consistent, compatible, and complementary with those goals.

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

Findings also mentioned Criteria 14.115(B) 1a and 1b as needing to be addressed. With regard to the scale of the building as it relates to the street, the street frontage is on 2nd Street where the Ship Inn is conforming to the existing shape and cladding. There will only be slight changes to the openings and articulations. The south edge is not a street frontage on Marine Drive. With regard to conformance for an addition, they do not consider the new construction to be an addition to the buildings because it will be about 10 times the size of the Ship Inn and an entirely new piece of architecture will sit next to it.

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

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

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

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

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

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

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

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

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

Laurie Caplan, 766 Lexington, Astoria, said by now the Applicants have learned that Astoria does not simply roll over and say thank you to anyone who promises big projects. Astorians do not like to be taken for granted or

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

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

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

Blaine Verley, 4798 Cedar St, Astoria, said he found it curious that he did not know the home address of the architect. He believed in Astoria's aesthetic appeal. This was a beautiful place before the first settlers put up a fort on the banks of the river. The City is selling Astoria's most prized possession, the waterfront, to corporate chains who take the beauty away with one hotel after another. Why would anyone do this and why would Astoria do this to itself? It seemed as if the project was already a done deal and that something would be built there. He asked if that was true and explained that he came late. The news did not get out to everyone. He just found out a week or two ago. Everyone needs to know that this is not okay. He asked where two or three more low income

wage earners are going to live. Astoria already has a severe shortage of low income housing. He asked the Commission to think their decision through.

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

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

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

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

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

people who live and work in Astoria. The City needs to exert control where it can on behalf of the city they want. The City also needs to revisit the zoning decisions of the past.

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

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

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

President Rickenbach called for the Applicant's rebuttal.

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

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

President Rickenbach called for closing remarks from Staff.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

President Rickenbach understood the importance of having serviceable products that are 45-feet high so that buildings do not look derelict and come apart over time. Some details were passed over, like crown molding. Finite details could be added to help soften the elevations and make them more aesthetically pleasing. He had

mixed feelings about the Ship Inn building. Buildings all over town have been added to; some fit and some do not.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Bardy noted that the Applicant had indicated they were not trying to replicate a false version of a historic waterfront building like the Cannery Pier Hotel. She suggested they did try to replicate it because the

Cannery Pier is beautiful. It is one of the top rated, most romantic hotels in the country. The original cannery building on the site was larger than the hotel, but it was a completely different aesthetic. If it looked like a working waterfront building from the time period, the scale would not be such an issue.

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

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

REPORTS OF OFFICERS/COMMISSIONERS – ITEM 5:

There were none.

STAFF UPDATES/STATUS REPORTS – ITEM 6:

There were none.

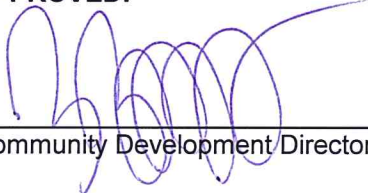
PUBLIC COMMENTS – ITEM 7:

There were none.

ADJOURNMENT:

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

APPROVED:



Community Development Director