

# AGENDA DESIGN REVIEW COMMITTEE

# June 7, 2018 5:30 p.m. 2<sup>nd</sup> Floor Council Chambers 1095 Duane Street · Astoria OR 97103

- CALL TO ORDER
- ROLL CALL
  - a. Welcome Sarah Jane Bardy
- ELECTION OF OFFICERS
  - a. In accordance with Sections 1.115 of the Astoria Development Code, the DRC needs to elect officers; update Secretary Anna Stamper to Tiffany Taylor.
- 4. MINUTES
  - a. May 3, 2018
- 4. PUBLIC HEARINGS
  - a. Design Review DR17-03 by Garry 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 Services) Zone (permit and public hearing continued from 5/3/18 meeting)
- STATUS REPORTS
- 6. REPORT OF OFFICERS
  - a. Special meeting scheduled for June 25, 2018 at 5:00 p.m. in the City Council Chambers.
- 7. PUBLIC COMMENTS (Non-Agenda Items)
- 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 May 3, 2018

## CALL TO ORDER:

Vice President Gunderson the meeting to order at 5:40 p.m.

## ROLL CALL:

Commissioners Present:

Vice President LJ Gunderson, Sarah Jane Bardy, Hilarie Phelps (via telephone),

and Leanne Hensley. President Jared Rickenbach arrived at 5:52 pm.

Staff Present:

Planners Nancy Ferber and Mike Morgan. The meeting is recorded and will be

transcribed by ABC Transcription Services, Inc.

## APPROVAL OF MINUTES:

Vice President Gunderson called for approval of the minutes of the August 3, 2017 meeting. Commissioner Bardy moved to approve the August 3, 2017 minutes as presented; seconded by Commissioner Phelps. Motion passed unanimously.

### **PUBLIC HEARINGS:**

Vice President Gunderson 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):

DR17-03

Design Review DR17-03 by Garry Vallaster, Astor Venture, LLC to construct an approximately 11,850 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 Services) zone.

Vice President Gunderson asked if anyone objected to the jurisdiction of the Design Review Committee to hear this matter at this time. There were no objections. She asked if any member of the Design Review Committee had any conflicts of interest or ex parte contacts to declare. Hearing none, she called for a presentation of the Staff report.

Planner Ferber reviewed the Findings and Conditions contained in the Staff report. She noted that there was a typographical error in the location, which she had corrected to 2350 Marine Drive. Just before the hearing, the Applicant submitted information from Oregon Department of Transportation (ODOT), which indicated they preferred access on Steam Whistle Way. Staff recommended approval with conditions.

President Rickenbach arrived at 5:52 pm.

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

Don Vallaster, 711 SW Alder St., Portland, gave his presentation via PowerPoint, which included photographs of the building, site plan, landscaping plan, and the store layout. He noted the three sets of guidelines that regulate this project are the Local Service zone, Gateway Overlay Zone, and Civic Greenway Overlay Zone. The proposed project is in compliance with all three sets of design standards. The property, which is a little unusual, abuts three streets. Curb cuts are not allowed on Marine Drive and he was not sure where a curb cut could be located on 23<sup>rd</sup> Street. The lot has two curb cuts on Steam Whistle Way that have been in place since the initial platting in 1990.

The building is laid out on a north/south axis and is located five feet off the 23<sup>rd</sup> Street right-of-way to maintain the view corridor for the Civic Greenway Overlay requirements. There are several reasons he chose the proposed configuration and layout of the site. First, the loading bay location allows easy access for

truck deliveries from 23rd Street. The location also minimizes activity and sound intrusion into the residential area along Steam Whistle Way. The alternative would be to have the long trucks back into the site; the trucks would beep when backing up. The site layout complies with the Gateway Overlay guidelines that discourage parking between the street and buildings. Any alternative layouts would compromise this guideline.

- The east facing entry and signage would identify and announce the presence of the Co-op to westbound traffic entering the city along Highway 30. This is important to the Co-op as they have been hidden from the view of frequent visitors to the city approaching from the west.
- The most important reason for the layout is the concerns for easy pedestrian traffic to the store. There are two nearby pedestrian groups that the Co-op has identified as likely customers of the new facility. There are 600 staff people at the medical campus across Marine Drive and a crosswalk at the intersection of 23<sup>rd</sup> and Marine Drive. This layout provides the shortest distance from the campus to the store. Once across the street, people can enter the site and walk less than 80 feet to the south facing door. This will be an alternative lunch break spot from the campus and will facilitate shopping for pedestrians. Other entrances could be added along Marine Drive, but currently there is a 10-foot bank easement on Marine Drive on the north side of the street. ODOT has stated no crosswalk could be placed in that location, but that might be negotiable in the future. The second pedestrian group would be the Mill Pond homeowners, who would also have easy access to the store with this layout without the need to cross any traffic or the loading bay area. Making it easy for these two pedestrian groups to access the store will cut down on unnecessary vehicle traffic to the site.
- The site gets narrower towards the east property line. If the building were located on that side of the lot, it would be constricted and push the loading area up against the sidewalk. The patio on the south side of the building would also have to be smaller.
- The storm water swale will be on the east side. Landscaping will extend along Marine Drive, 23<sup>rd</sup> Street, and at the rear of the building on the west side. There would also be landscaping in the center of the site.

Matt Stanley, General Manager, Astoria Co-op Grocery, 664 Kensington, Astoria, stated the idea was to transform the Co-op into a full-service grocery store. Right now, the Co-op is cramped and covers most, but not really all of the basics of a grocery store. The new store will have a large expanded produce section at the entrance and the perimeter of the store will have fresh foods, a meat department, and a deli. Meat will be processed in house. The deli will have 25 indoor and 25 outdoor dedicated seats, hot food, and a salad bar. This will be a big draw especially for pedestrians because it can be accessed from the Riverwalk. He hoped the Co-op would become a destination for people to grocery shop.

Mr. Vallaster said the relationship between the inside, the deli, and the outside patio would allow the store to become a social place. Heavy duty equipment for refrigeration, air conditioning, heating, and kitchen exhaust would be located in the center of the roof where it would be the least visible. The canopy awning would be made of heavy timber. The parapets would be located high enough to block views of the equipment on the roof from the locations indicated in the guidelines.

- When the property was purchased in 2005, he was presented with a drawing that showed curb cuts were intended for this site in 2000. The first curb cut was for a drive through teller window and the second was for a 65-space parking lot. Access was always to be from Steam Whistle and the bank would have been a more intense use than the Co-op. Utilities would come in from 23rd Street, and a storm water line would go out of the swale and down into Mill Pond. They have elected not to use the high-pressure line on the site for sewer. A gravity system would be used instead, which would extend down 23rd Street to a manhole cover.
- The homeowner's association (HOA) indicated they felt Steam Whistle Way was too narrow, so they spoke with them about widening the street. This would result in the Co-op losing a little bit of parking and the right-of-way would expand from 20 feet to 24 feet. The loading dock area would also have to be narrowed by four feet, but it would still work well for the Co-op. The HOA also requested that the Co-op put doors on the loading bay. Each door would be 8 feet tall and at least 10 feet wide to cover the 20-foot opening. The doors would only be open during deliveries to keep people out of the area.
  - Concerns were expressed about the windows, so they added additional windows on the west and north sides of the building. There is no real need for windows on the north of the building because that area will be used for storage and deliveries. The three extra windows on the west side would be in the kitchen area. Installing the windows at 5 feet would not interfere with cooking activities; however, the windows might have to be capped at 9 feet, so a cleanable ceiling can be installed. This might be code-driven.
- He spoke to Staff earlier in the day about the possibility of putting a mural on the west wall that indicated the history of the Co-op or landscaping the west facade with plants that are being sold in the store, like beans

- and produce. They also discussed growing plants up the north wall of the loading dock. The landscape architect noted that plants would not grow on the north side of the wall. Therefore, he is considering different alternatives.
- He shared samples of siding materials and said he would consider any color. The large windows along the side would be fiberglass, and they have to use an aluminum siding system on the front of the building. The Co-op has requested that the concrete on the front of the building at the bottom be 42 inches tall to prevent damage from shopping carts.
- The storm water swale on the east end of the site would have trees and plants. Based on feedback received from the HOA, they considered different alternatives for the wall. They wanted to keep it a simple metal because it matches the rest of the building, but they also considered an arbor in the 5-foot space between the sidewalk and the wall. They could grow grapes or wisteria on the arbor to camouflage the wall and bring attention to the arbor. Another option would be to use low colorful materials highlighted with trees, grasses, and bushes along the wall, in the notch area, and at the far end of the site. Posts could be installed with a mesh for growing vines. Trees and bushes could still be planted along the bottom. He wanted input from the Commission on the landscaping.
- Four lights would be installed as requested by Staff. Lights on the west side were needed for security. The
  light could be cast on the sidewalk, directly down the face of the building, or they could install step lights
  imbedded in the concrete wall.
- The metal siding is simple and conforms to the Gateway Overlay requirements. They considered putting some wood on the wall, but realized it would be a maintenance headache. The guidelines ask that the building respond to some of the historic architecture in the area, which would be some commercial and waterfront industrial buildings. This proposal is a hybrid between the two types of architecture. It is kind of a warehouse, which is similar to the early industrial buildings, and, it has a commercial entry. The materials are simple in form with very little ornamentation, as required. The windows would be true divided and siding would be galvanized corrugated metal that would be minimally intrusive. Staff has requested a grey roof, which is fine with him, and he planned to use thermoplastic polyolefin (TPO).
- Signage would adhere to the sign requirements.
- The Gateway Overlay indicates more traditional lights should be used in the parking lot. He displayed and explained several options for the lighting layout in the parking lot.
- The proposed awning completely conforms to the guidelines. There would not be any parking between the building and any of the streets. The building massing conforms to the requirements in the Local Service zone and the Greenway Overlay zone.
- There are only two choices for access, Steam Whistle Way and 23rd Street. He handed out copies of ODOT's response to the proposed loading bay curb cut on 23rd, which he had just received that afternoon. They had asked ODOT what the minimum distance from Marine Drive would be if they reoriented the building and installed ingress and egress to the parking lot on 23rd. ODOT's Development Review Coordinator for Region 2 responded that offsets from intersections should be as far as possible, but 50 feet is the minimum. However, for larger trucks accessing from 23rd Street with a right into the Co-op would have difficulty without encroaching into oncoming traffic. ODOT strongly recommended truck turning templates to determine the impacts. These templates had been given to the Co-op and were part of the public record. In response to having the main drive way into the parking lot on 23rd, ODOT stated they were not comfortable providing a minimum distance of the curb cut from Marine Drive. The Co-op would be a large traffic generator, so the farther back the better. The goal is to minimize stacking that would affect operation of the highway.
  - Evaluations are done on a case by case basis. The approach at the Costco in Salem is located 450 feet from the highway and traffic still backs up on to the highway affecting operation during peak hours. Steam Whistle Way is only 250 feet from the highway, so it was a bit of a concern. ODOT preferred access from Steam Whistle Way, and recommended that the consultant do a queueing analysis to determine the impacts. It is important that this is evaluated correctly because it could have detrimental effects on the operation of the highway. Flipping the building and moving it to the east side of the lot would put a large truck loading access driveway into the heart of the site. Pedestrians from Mill Pond would have to cross that access to get to the store. This would also put the building farther from the intersection, so people coming from the hospital campus would have to cross the street and walk down Marine Drive to get into the site. The loading bay would be quite a bit smaller and up against the sidewalk, which would prevent landscaping in the area. The patio would be squished between the building and Marine Drive. The rear of the building could have signage, but the most attractive part of the building would not be visible for westbound traffic on Highway 30.

• Another possible location would also have drawbacks. The hospital employees would have to come farther down Marine Drive, cross the easement, and go around the side of the building. A plaza eating area could be provided, but it would be in the parking lot and not nearly as attractive as having it on the south side with a lot of landscaping. Truck access would be from 23<sup>rd</sup> and they would have to back up into the space, which would further deteriorate the west side. Planner Ferber had indicated the west side should be more active, but it would just be a loading dock with this configuration.

Commissioner Hensley said even though the community was concerned about access on the original site plan, it addressed the use of the building in relation to Marine Drive. She supported the original site plan. The outside seating lacked luster, so she suggested fabric sails over the area to liven it up or move the seating to provide ADA access to the door. She believed the metal and top parapet should be colored. The landscaping plans were very well thought out and she believed the trellis with low plantings was the best option. She preferred wall mounted sconces for the lighting, especially over the seating area.

Vice President Gunderson confirmed the patio seating would be along Marine Drive, set back about 25 feet.

Mr. Vallaster explained the intent was to get the seating as far as possible from the traffic noise. There would be landscaping between the patio and the sidewalk to soften the area as much as possible.

Mr. Stanley added the area would also be sunken about two feet. It would be ideal for the seating area to have a great view of the river, but the Co-op agreed to this because it was the best way to make the store successful. He believed it would be fine with the landscaping.

Vice President Gunderson asked if mature trees would be used in the landscaping.

Mr. Vallaster stated two-inch diameter, 12-feet high trees would be planted. Columnar trees would be used so that the store could still be seen behind them. He wanted a simple background color with the steel siding so the wood pops out and creates warmth.

Vice President Gunderson stated for the record that an email from Jennifer Bunch and a color chart was added to the agenda packet.

Vice President Gunderson called for testimony in favor of the application.

Mr. Stanley said the Co-op was going through a rebranding and was working with a national co-op group on a new logo, which would be green. Once the branding is added to the building, it would have more character. They would like to put a sign on the west wall at the corner, so people can see the building when they are coming in an easterly direction. After Mr. Vallaster does the preliminary landscaping, his lease with the Co-op requires the Co-op to maintain the property. The Co-op works with Becky Graham, who creates edible arrangements in planters in very small spaces. They could replace some of the trees with planters to give the area some character. Currently, their customers eat the apples, strawberries, and snap peas in their parking lot. The west wall could be a walkable edible garden. The sign will give the building a nice splash of color. The kitchen will give the back of the store some activity because most of the staff works in the kitchen. However, he did not believe the Commission would want windows into the walk-in coolers and dishwashing area.

It was tough for them to find a retail space and they spent a lot of time trying to find something. This is one of a few spaces that would allow a grocery store with needs for receiving areas, a loading dock, parking and high visibility. They wanted to be downtown, but that was not a possibility. This is a great location. Paul Benoit worked with Art Demuro to develop the site in the early 1990s. In a letter that was presented to City Council, Mr. Benoit said he knew this use of this land was exactly what Mr. Demuro envisioned. It is a use that would serve the community. The Co-op aimed to bring value to the community by making it more affordable and more accessible. They planned to add 30 living wage jobs. In order to do that in a hyper competitive marketplace, they needed a facility that operated efficiently. Many people have looked at the site plan. The Co-op has a development team and working with a national co-op development team to help do this project successfully. They have also worked with their own architect and Mr. Vallaster's team. All of these groups have considered how to locate the building to meet requirements and this is what works. Some of the HOA members believe the building should be located so that Steam Whistle does not have to be used, but the Co-op is trying to avoid having semi-trucks drive through the parking lot, which would create

pedestrian safety issues and customers would have to walk through the parking lot while cars are backing out. That's not very accessible.

- The Co-op has agreed to widen Steam Whistle by four feet, which is not cheap, and the Co-op is paying for that and it's an almost six figure addition to the project. They would also be adding a sidewalk and a setback for landscaping. The alley would become a street that would allow the project to happen effectively and safely.
- The Co-op intends to be a good neighbor. They maintain a nice facility at their current location and intend to the same at the new location. They are open to exploring some of the small details that the Commission is hearing. He believed the criteria had been met, especially the criteria about building orientation. Option B does not meet the criteria because all of the parking would be between the building and the street. It would be challenging to meet that criterion by changing the building orientation. He hoped the Commission would allow the Co-op to get going on the project as soon as possible. Time is of the essence. The Co-op is dealing with a new competitor and they think they have a solid plan to bring this valuable asset to the community.

Vice President Gunderson called for testimony impartial to the application. Hearing none, she called for testimony opposed to the application.

Cheryl Storey, President, Mill Pond HOA, 2605 Mill Pond Ln, Astoria, stated Mill Pond residents wrote a commentary that was submitted and included in the agenda packet. The seven-page commentary included concerns about the current layout and signatures from quite a few Mill Pond residents. The HOA's architecture committee has not written about any approval or disapproval of the Co-op. The HOA supports the Co-op in that location, but is concerned about the way it is sited. They would like to promote Option B. She wanted to make sure the Co-op addresses the architectural requirements in the Mill Pond Architectural Guidelines. Mill Pond does not have design or building standards. The guidelines were written mostly for housing, but there were some sections for commercial with specific language regarding landscaping, lighting, and signage. Before the Co-op can do anything, they have to submit those specifics to the HOA for approval. They also have a color scheme in the architecture guidelines, which have been provided to the Planning Commission. She offered to email a copy of the architecture guidelines to anyone who wants them. Her email is <a href="mailto:castorey@frontier.com">castorey@frontier.com</a>. Although done in 1990, the platting for the lot was based on the AH-MP zone. The zoning has now changed to LS, which changes the design elements and requirements for the lot.

- Four of the five Mill Pond Board of Directors signed a document submitted to the Design Review Committee. They were concerned about the siting of the building. If the building had to be located as proposed, Steam Whistle would have to be widened. The board has always advocated for access to the building on 23<sup>rd</sup>. The access on Option B includes access for trucks on 23<sup>rd</sup>. If there is a truck access on 23<sup>rd</sup>, why not use the same access for the cars? A Mill Pond resident developed a similar plan to Option B with two access points on 23<sup>rd</sup>. She went through the traffic information and the Development Code. A traffic impact study is generally defined as one half mile radius from the proposed development. This traffic study only focused on 23<sup>rd</sup>, 29<sup>th</sup>, and Marine Drive. There was no traffic study that included the impact on Steam Whistle Way or Mill Pond Lane, which are within the half mile.
- She was interested in the increase in car trips as a percent of total car trips on a particular street or intersection. The March 5<sup>th</sup> meeting minutes indicated the increase in number of trips, but the HOA would like to know the percentage of car trips on Steam Whistle that would increase compared to the current percentage on Steam Whistle if access could only be on Steam Whistle.
  - Currently, Steam Whistle is an alley where all the garages of the Mill Pond residents are located. Article
    3 Section 3.015.a.5a says that a traffic impact study is required when there are changes in intensity of
    use; the road authority indicates in writing the proposal may have operational or safety concerns;
    potential negative impacts to residential or mixed use areas; the location of existing driveways or access
    connections; or an increase in peak hour volumes of a particular movement to and from a street or
    highway by 20 percent or more.
  - No one knows what the impact will be on Steam Whistle Way if access to the parking lot is solely through that street. The Mill Pond residents are very concerned about traffic along Steam Whistle and use of their garages safely. Their driveways are short and they have to back out into the street to see traffic. Given the increase in number of trips indicated for the Co-op, this prevents Steam Whistle from being a community friendly and livable environment. Comprehensive Plan CP.358 says the transportation goal is for livability, customized transportation solutions to suit the local context while providing a system that supports active transportation, promotes health, facilitates access to daily needs and enhances the livability of the neighborhoods and business communities. Policies protect residential

neighborhoods from excessive through traffic and travel speeds, balance livability with highway freight and seasonal congestion pressures, and enhance the quality of life in all neighborhoods.

- The HOA board has commented that the siting of the back of the building on 23<sup>rd</sup> is not appropriate, out of scale with the neighborhood due to the size, and impacts the views in the Mill Pond neighborhood and corresponding livability. The Co-op building will block any view of 23<sup>rd</sup> from Marine Drive. The HOA board and Mill Pond residents submitted documentation asking for sound deadening material around the docking bay and a concrete structure, not mesh fencing. The plantings have not been submitted to the Mill Pond Landscape Chair for review and approval under the Mill Pond architecture guidelines.
- Page 16 of the Staff report contains several items that still have to be defined and additional details provided.
   The Mill Pond Architecture Guidelines require the developer to submit their applications for signage and landscaping for review and approval.

John Ryan, 2495 Mill Pond Ln, Astoria, said his garage exits on to Steam Whistle and is across from the proposed exit and entrance. He would not be able to use his garage as efficiently as he does now. This will interfere with traffic, livability of Mill Pond residents, and will have an immense effect on the city. He has several issues with the interpretation of the guidelines by Staff. The use of Steam Whistle Way for direct traffic to and from the Co-op is unacceptable. Move the building to the east of the property and use 23rd for access and egress. It was interesting that the architect made it clear that access off of 23rd is okay for trucks but not for the entrance to the parking lot. He believed this was strange. He heard there would be very little truck traffic into the site. A retaining wall or a sound wall along the garages would make noise from the trucks much more acceptable than 100 cars per hour on Steam Whistle. The orientation of the design presents an unfriendly solution to the neighborhood and it would affect their livability in Mill Pond. The massing of the building is not pedestrian friendly when an unappealing back wall is five feet from the 23rd Avenue sidewalk. Move the building to the east line and have a continuous visual pedestrian walkway with open access and views through the parking along the sidewalk on 23rd.

- The little trees the Applicant has proposed to put up would not hide anything. The access along 23<sup>rd</sup> would be very unappealing. The location of the building with the metal facing downtown does not complement or show off the Co-op from the downtown area. One of the specific goals of the zoning was to complement downtown; here the back of the building faced downtown. Relocate the building to the east side so the people who are members and use the Co-op can see the real building as they come from downtown, not visitors from Portland. The massing of the building shuts down any river views down 23<sup>rd</sup>. Relocate the building to the east side.
- Driving down Highway 30, all one will see is a glimpse of the river, which is minimal. Relocation of the
  building to the east includes all the amenities, outdoor dining, storm drainage, surface area, and provisions
  for the entrance to the Co-op. Future development of the parcel to the east would block the back of the
  building. This is not the case with the proposed design. People will always see the back of the building. He
  was concerned with the comments about pedestrians. All the Applicant has to do is provide a sidewalk along
  Marine Drive. He lives in Mill Pond and would not have any problems getting through traffic.
- Option B and one he submitted. The main difference is the number of parking stalls. He asked the Commission to delay approval of the plans until Staff can review the new location of the building with the owner and resolve the other 13 issues that need to be completed and defined by the owner.

Arlie Jensen, 1885 Huckleberry Ln, Seaside, said she and her husband own two lots immediately adjacent to 23<sup>rd</sup> on Steam Whistle. It is clear that of all the lots impacted that her lots would be significantly impacted because every car would need to come in through that location. The wall behind her is approximately the width of Steam Whistle after it is expanded. Her husband is handicapped and uses an electric wheelchair or mobility vehicle 100 percent of the time. His only egress from their home will be through the back exit. It would be challenging to back out their car. Cars will be turning in from 23<sup>rd</sup> at a relatively blind spot with the loading dock, which put them in significant peril and will significantly change the quality of their lives in that location. They have known for ten years that her husband would be wheelchair bound. Now, as they approach the time to build their house, it is incredibly painful to know that is the level of space they will have to back out their car and access the Riverwalk and downtown. She believed they would be great customers of the Co-op, but the challenge is huge. Everyone with alley load garages faces peril with the traffic patterns that will come through the area. As cars come in and out of the Co-op, those on the corner will have an incredibly difficult time access and exit their homes, including her husband with his ADA access needs.

Gary Huffman, 2410 Aurora Ave. N, Seattle, said he owns Lots 19 and 20 on Mill Pond Lane. The back access to the garage he is building is on Steam Whistle Way. He has owned the property for 12 years and is now in the design review process. He was not opposed to the Co-op, but was open to Option B. He objected to using Steam Whistle. Right now, there is only one curb cut in Steam Whistle, not two. The traffic survey that is available to him does not include Steam Whistle. It also represents traffic flows at a greatly reduced rate. The traffic counts were done on a Thursday. He has come and gone in Astoria for years and chose this area for a reason. The worst time on Highway 30 is Fridays and Sundays. He believed the survey was incorrect. He has not been able to find any soil surveys of the site. This is important because the land is fill from the development when it was built. He did not know how far the Co-op would have to dig to widen Steam Whistle Way. Additionally, he could not see that the Applicant had complied with any Department of Environmental Quality (DEQ) requirements.

Vice President Gunderson noted the DEQ requirements would be addressed by Public Works and were outside the scope of the Design Review Committee.

Mr. Huffman said he understood, but if the Co-op has to widen Steam Whistle, they would have to get DEQ's approval. He asked how using Steam Whistle will improve the safety of those living on Steam Whistle or Mill Pond. There has been no previous approval to use Steam Whistle on any of the prior developments that have gone into the subject site. The Mill Pond HOA is not in favor of using Steam Whistle. The original Wauna site was never approved to use Steam Whistle. The drawing that was presented earlier was not an approved site and has never been approved. This is supposed to be a green belt, and he was concerned that the development on the west side takes out the largest and oldest tree in the Mill Pond area. The site across 23<sup>rd</sup> retained the pear tree when the development went in. How is removing a 150-year-old tree considered green?

Vice President Gunderson called for the Applicant's rebuttal.

Jennifer Bunch, Wickiup Consulting, P.O. Box1455, Astoria, said any comments and concerns about the traffic study is outside the purview of the Design Review Commission. The Commission has to consider orientation, which includes access. The traffic study was reviewed by ODOT and they supported the traffic study. It was prepared by professional engineers in accordance with professional guidelines. It was also accepted by the Public Works Department and they did not submit any comments against the study. The traffic study was used in support of the zone change. Approval by the HOA architectural committee is a civil issue between property owners. This Commission cannot require compliance with the HOA. The City can require things that can be reasonably attained through a condition of approval. The email from ODOT explained why it was appropriate for trucks to enter the loading bay from 23<sup>rd</sup> instead of the main entrance. ODOT was concerned about back up on 23<sup>rd</sup> affecting the flow of traffic on Highway 30/Marine Drive. The traffic study analyzed the access off of Steam Whistle and was reviewed by the City and ODOT.

Mr. Stanley said the Co-op intends to work with the HOA on signage; that was always the plan. They are working on the rebrand and expect to bring a design to the HOA and to the City. They have been working with City Staff on this project for almost three years and have always looked at it with the building sited the way it is now. He did not believe having trucks go through the parking lot would not allow for a 150-foot sound wall. It will be challenging to have trucks go in and out as proposed in Option B. This lot was always zoned commercial and the idea was that it would be mixed use when Art Demuro developed the Mill Pond area. This will bring life to the neighborhood, and the impact of having a nice affordable food store in the neighborhood, which would vastly outweigh any potential negatives. They planned to consider ways to repurpose the tree. The overall impact of the Co-op will outweigh the tree being removed.

Mr. Vallaster said he understood change was difficult and the people who live on Steam Whistle have become used to a private street. The proposal to do a development was inevitable, so there would be some impacts to the street and the living conditions. Even though the concerns about traffic are not relevant at this time, all of the traffic information is available. They have offered to do different things on the west side to enhance that side of the building. They want to work with the Design Review Committee on that and have submitted a couple of options. They have an environment report and a soil structure report on the property, and the HOA is welcome review that information. They have not submitted signage to the HOA for review because the Co-op has not yet decided what kind of signage they want. The landscaping is dependent on the site layout that is approved by the City.

Vice President Gunderson called for closing remarks from Staff.

Planner Ferber said this was the first she had heard of doors on the loading bay. Details about the doors would have to be submitted to the City before building permitting. She also needed to know if the building would have a staff entrance. A mural and anything related to signage would be reviewed later on in the process and might require approval by the Planning Commission. Staff has not had time to review the emails with ODOT because they were received at 4:30 pm; however, she did speak to Nathan Crater in Public Works who said he would need additional information, including a queuing analysis in order to review the impacts of using 23rd Street. Awnings over the seating area would be appropriate, but the City would need dimensions and sizes. Signage is limited to 150 square feet in this zone, which is minimal for a large building. Therefore, she would be concerned if the Applicants were relying on signage to jazz up the building, especially on the west wall. It would be nice to see another permanent element. If the Co-op is not there in the future and the building sits empty with no signage, then there would not be a lot of design related to the building. Article 14 says that the building should be sited without a parking lot between the main street and the building. That is intended to avoid a strip mall effect. The word 'should', as opposed to 'shall', means there is some flexibility in the Code. It is ideal to have the building situated to be pedestrian friendly and safe, and there is a sidewalk along Marine Drive. She was not clear how tall the parapet walls would be, but there is a minimum height requirement. The HOA architecture review is a separate process from the City. It is up to the Applicant whether they go through that process first or the City's design review process. If Mill Pond requires significant changes from what the City approved, the Applicant would have to return to the Design Review Committee to amend what the City approved. The City does not have a say over the HOA criteria.

Vice President Gunderson noted that this meeting was not the last step in the development process. She closed the public hearing and called for Committee discussion and deliberation.

President Rickenbach declared a potential conflict of interest as a general contractor, however, he was not involved in this project. He understood the application was for Option A because Option B was not included in the agenda packet. Planner Ferber explained that the Applicant submitted Option A, and Option B was presented during public testimony by a homeowner in Mill Pond.

President Rickenbach stated the Applicant has asked the Commission to comment on several items. He recommended the Applicant make those choices and present them to the City for approval. Quite a few comments were made that are not part of the Commission's criteria, so the Commissioners needed to make sure they only reviewed what the Commission had jurisdiction over.

Commissioner Phelps said she was concerned about the building along 23<sup>rd</sup> Street. She did not believe it met the criteria for pedestrian-oriented street frontage. The Applicant talked about hospital employees walking over to get lunch, but she believed there would be a much better approach and view along 23<sup>rd</sup> if there was a pedestrian friendly entrance on 23<sup>rd</sup>. The entrance is completely oriented to the east in the parking lot just as if it was a shopping center, not a pedestrian-friendly building, which the Code requires. She did not like that it would be a completely blank wall except for a couple of windows that relate to the floor plan. The orientation of the building does not meet the pedestrian-friendly goal because there is no pedestrian access on 23<sup>rd</sup> for people walking or driving from downtown. She wanted to know why Staff recommended approval of a 20-foot building that did not meet the minimum 24-feet height requirement. Additionally, the Commission has denied requests for wainscoting in the past, but this request included wainscoting, and she asked for an explanation of that discrepancy.

Planner Ferber stated she had addressed the building height in the Staff report. The awning, which is a major design element, is 25 feet high. So, it meets the criteria and will visually protect the view corridor on the west side of the building. The trees on the west side will be narrow to maintain views of the river. The wainscoting on the Dollar General was a decorative element, but this building has a 4 1/2-foot cement base that ties into an industrial feel. She believed it met the criteria for matching with the waterfront and the industrial look while incorporating a contemporary commercial look.

President Rickenbach said he did not believe the 23<sup>rd</sup> Street side of the building was an issue after considering the criteria. Safeway is an almost identical layout on its site and a lot of the commercial buildings in downtown have similar walls that side to public spaces.

Commissioner Phelps said Safeway was built after the design review process, so it did not apply to this situation.

Planner Morgan clarified that the City did work with Safeway to incorporate the windows on the south side, noting their original proposal was a blank wall.

Commissioner Bardy agreed this proposal was very similar to Safeway's orientation, but it would be difficult to find someone who would say Safeway was a wonderful building. The Commission can do better. She believed the front of the building was really nice.

Commissioner Phelps said she liked the parking lot and wanted some of those design features to wrap around to the other side. She realized this would interfere with the floor plan, but the proposal was a very unappealing wall on 23<sup>rd</sup> Street.

Commissioner Hensley stated it would be nice to see the site options. President Rickenbach believed the Commission needed to either accept or reject the Applicant's proposal.

Commissioner Hensley suggested the request be accepted with conditions. She trusted the architect's judgement on design decisions for his client as opposed to an HOA's architectural board. On the west elevation, there is a long span between two or three windows. That area and the area to the right of the loading bay could have a mural with additional lighting on the east side and fabric sails on the south side to dress it up for pedestrians.

Vice President Gunderson said she would like to see more on the back wall.

A member of the audience requested the public hearing be reopened for public testimony, as he believed Vice President Gunderson had promised him the opportunity to speak during the Applicant's rebuttal.

Vice President Gunderson declined the request and explained that there were opportunities to appeal and speak on the record at future public hearings on this development. She apologized for deviating from the rules of conduct for public hearings.

Commissioner Phelps asked if she was the only Commissioner concerned about the lack of pedestrian friendly access on 23<sup>rd</sup>.

Commissioner Bardy said she was as well, but had not yet spoken. She did not believe the Commission could approve this request yet. She liked the idea of using foliage on the loading bay to obscure view of the trucks, but because it would be visible to anyone living in Mill Pond it needs to obscure the view year-round. The design on the north side is pretty blank, but is visible by anyone on the river or who lives in Mill Pond. She felt strongly about the siding. The zinc grey color is nice, but Section 14.025 identifies acceptable wall treatments for waterfront industrial. The only two options are board and batten or galvanized corrugated metal. Siding manufacturers now make a galvanized board and batten. A lot of the historic buildings have board and batten. The proposed design is nice, but board and batten would tie in more to bridge the gap with less contemporary industrial. She preferred the more historic style of lighting, but she understood energy usage concerns. She questioned why solar panels had not been considered, given that this is a new building. Astoria does not have a lot of sun, but it would offset energy use.

The site orientation is really complicated, but she was concerned about the back of the store facing 23rd and access from Steam Whistle. The Co-op gets a lot of foot traffic in its current location. Moving the Co-op out of downtown would result in a huge switch in the way most people access the store. There seems to be a lot of emphasis and priority on hospital staff getting to the Co-op, which makes sense because they will probably eat there. But there is no mention of how people in Mill Pond or the apartments will access the Co-op. She found it strange that the hospital was the priority. Most people will probably drive and she believed the amount of traffic was underestimated. She understood why the Applicants proposed the orientation to fit within the guidelines; however, she recommended making the footprint smaller. She believed the lot was zoned for half the square footage and if the footprint was a little bit smaller, the access points would be wider and could possibly get cars and trucks in at the same time. Generally, it is a beautiful design, but there is still a lot of work to do.

Commissioner Phelps said the property owner will eventually put apartments on the adjacent parcel. It is a lost opportunity that a mixed-use building has not been proposed. This building is just a little under 12,000 square

feet and if it were more than 12,000 square feet a second story would be required. Compared to what could have been, it is sad that a mixed-use development was not proposed.

President Rickenbach said the siding in the email sent out by Staff earlier that day looked different from the siding sample provided during the hearing. He asked which one the Commission was supposed to consider.

Planner Ferber confirmed the sample is what the Applicant has proposed. The email just showed an example of a similar siding.

President Rickenbach asked if the Applicants would be required to heighten the parapet if there were height issues. Planner Ferber said the HVAC equipment creates a very busy rooftop and she has asked the Applicant if it would be screened or hidden by the parapet. She was not clear on the height of the mechanical units. The criteria do not state whether the view should be considered from the ground elevation or a neighboring property. The roof can be seen from up on the hill, but screening it in makes the building appear bigger.

President Rickenbach said he was concerned that there were still so many unanswered questions about the items the Commission is reviewing. He asked if the Commission wanted to vote or offer the Applicant the opportunity for a continuance so that some of the questions can be answered.

Planner Ferber stated many of the items on her list were addressed during the hearing and some will be easy to take care of later on. The Commission can require the Applicant to submit more details to Staff prior to a building permit or require the existing permit be amended. The request can be tentatively approved or denied pending specific direction given to the Applicant or the review can be continued to a date certain. If the Commission requires items not already in the Staff report, it is important to give the Applicant clear direction so they can address the items and come back with a complete application.

President Rickenbach and Vice President Gunderson both agreed they were comfortable allowing Staff to approve the additional details. The major consideration is the building orientation.

Commissioner Phelps believed the building materials were lovely, but she objected to the orientation of the building. She suggested widening Steam Whistle to 30 feet to accommodate a buffer in front of the garages to mitigate the impacts of access to the parking lot.

Vice President Gunderson confirmed there was currently no sidewalk on Steam Whistle.

Commissioner Bardy suggested the building be bumped back, even though it would decrease parking and impact the floor plan, to provide a residential feel.

President Rickenbach moved the Astoria Design Review Committee adopt the Findings and Conclusions stated in the Staff report and approve Design Review DR17-03 by Garry Vallaster with the following additional conditions:

- Man doors and loading bay doors shall be approved by Staff.
- The Applicant shall work with Staff to make minor alterations to the layout of the site to create a buffer.
- Delete Recommendation Numbers 1 and 5.
- Additional design elements and pedestrian access on the west facade of the building shall be approved by Staff.

Commissioner Bardy believed Staff was being asked to approve too many elements of this request.

Planner Ferber confirmed she understood the additional conditions.

The motion was seconded by Commissioner Phelps. Motion failed 2 to 3. Ayes: President Rickenbach and Commissioner Phelps. Nays: Vice President Gunderson, Commissioners Bardy and Hensley.

Staff reviewed the Commission's options for moving forward and answered Commissioner's questions about how each option would impact the design review process. Staff reiterated that if the hearing is continued, the Applicants should be given clear direction about what information to provide at the next meeting.

Commissioner Bardy said she wanted to see the building moved back 40 feet and more design elements on the south elevation.

President Rickenbach said there are so many issues among the Commission and the public that the next design should meet as many of the criteria as possible to ensure it does not get appealed to City Council. He did not believe the Commission should dictate how to design the building or solve the problems. Vice President Gunderson agreed. President Rickenbach said he would be fine with a continuance that included the Commission's recommendations as part of the criteria. Currently, the Applicants do not have any buy-in from this Commission or the public, which was confirmed by his failed motion.

Commissioner Phelps said she was okay with the proposal except for the lack of an entrance on 23rd Street. If there was a pedestrian-friendly front view access from 23rd, she would not mind where the building was located.

Commissioner Hensley said in its current location, the building still has the Steam Whistle access problem. President Rickenbach stated that was not the Commission's problem. Commissioner Hensley clarified she was not talking about the cars on the street; she was talking about the design, which implies the cars on the street. She believed more consideration should be given to the people who live in the neighborhood, including the apartment buildings. An alarming amount of priority seems to be given from business derived from the hospital at lunch time. The Applicants are ignoring their closest neighbor and more consideration needs to be made for them. President Rickenbach agreed. Commissioner Hensley believed the only way to solve that problem with the proposed orientation would be to make the footprint smaller. This lot was originally zoned for less than half of the square footage proposed, so asking to make the building smaller is not outlandish and would still be a huge upgrade from the current location.

President Rickenbach moved the Astoria Design Review Committee continue the review of Design Review DR17-03 by Garry Vallaster to June 7, 2018 and reopen the public hearing for further review of the building orientation on the site. Seconded by Commissioner Hensley. Motion passed unanimously. Ayes: President Rickenbach, Vice President Gunderson, Commissioners Hensley, Phelps, and Bardy. Nays: None.

## STATUS REPORTS:

Planner Ferber noted a pending permit will require back-to-back meetings with the DRC and HLC, so the DRC could have two meetings in June.

#### REPORTS OF OFFICERS:

PUBLIC COMMENTS: There were none.

Vice President Gunderson requested that the June 7th agenda included welcoming Commissioner Bardy.

| ADJOURNMENT:             |                |                  |                    |
|--------------------------|----------------|------------------|--------------------|
| There being no further b | usiness, the n | neeting was adjo | urned at 8:07 p.m. |
|                          |                | 4                |                    |
| APPROVED:                |                |                  |                    |
|                          | F-100          |                  |                    |



# MEMORANDUM . COMMUNITY DEVELOPMENT

DATE:

MAY 31, 2018

TO:

**DESIGN REVIEW COMMITTEE** 

FROM:

NANCY FERBER, CITY PLANNER

SUBJECT: CONTINUED DR17-03 ADDITIONAL DESIGN MATERIALS AND

**UPDATED FINDINGS OF FACT** 

At the May 3, 2018 Design Review Committee (DRC) meeting, DRC held a public hearing and reviewed the proposal for DR 17-03, a request by Astor Venture LLC (Garry Don Vallaster) to construct an 11,580 square foot one-story commercial building (for the Astoria Co-Op Grocery) at 2350 Marine Drive. The DRC continued the permit and public hearing to June 7, 2018 to review additional design details.

The criteria for approval was outlined in the original staff report dated April 26, 2018. As is true for any development request before the DRC, the burden of proof is on the applicant to provide sufficient details and justification that the proposal meets the criteria. At the May 3<sup>rd</sup> meeting, the DRC continued the entire proposal, and did not give a tentative approval or denial. The additional information requested from the applicant included addressing the following:

- Finalizing a design to screen the loading bay-specifically something that will obscure the view year round and isn't dependent on waiting for landscaping to grown in
- Providing design details for the doors on the loading bay
- Clarifying the height of the rooftop mechanical units-will they be screened? And clarifying the height of the parapet
- Selecting a final design for the parking lot lighting (there was conversation about the gooseneck style as the preferred design)
- Providing additional detailing to activate the west wall: possibilities discussed include a living garden-or vertical landscaping element, a wall graphic (which would require additional review), additional signage and lighting, and carrying over some of the design elements that are on the east façade
- Providing additional justification for how the current siting meets the criteria for building orientation

Additional design details have been submitted by the applicant, as well as additional public comments, which are included in the packet along with revised Findings of Fact for consideration by the DRC.

Nancy Ferber Community Development Department

## STAFF REPORT AND FINDINGS OF FACT

May 31, 2018

TO:

**DESIGN REVIEW COMMITTEE** 

FROM:

NANCY FERBER, PLANNER

SUBJECT:

DESIGN REVIEW REQUEST (DR17-03) BY ASTOR VENTURE LLC (GARRY

Leng Korts

DON VALLASTER) TO CONSTRUCT AN 11,580 SQUARE FOOT ONE-STORY COMMERCIAL BUILDING (ASTORIA CO-OP GROCERY) AT 2350

MARINE DRIVE

# I. <u>BACKGROUND SUMMARY</u>

A. Applicant: Astor Venture, LLC, Garry Don Vallaster

PO Box 3933

Portland, OR 97208

B. Owner: Astor Venture, LLC, Agent Garry Don Vallaster

711 SW Alder St Portland, OR 97205

C. Location: 2350 Marine Drive (Map T8N-R9W Section 9CB; portion of Tax

Lot 6803; portion of Block 144, Shively's

D. Zone: LS (Local Services), Gateway and Civic Greenway overlay zones

E. Proposal: To construct a one-story, 11,580 square foot commercial

building

F. Previous

Applications The site was planned for the Wauna Credit Union (1999-2000) and

the Clatsop Care facility (2010-2012), neither of which began

construction.



# II. BACKGROUND

## Site:

The property was part of the Mill Pond redevelopment project, initiated by the City of Astoria and Venerable Properties beginning in 1997/1998. The majority of the area is designated Attached Housing-Mill Pond (AH-MP). Development within the zone has been exclusively residential to date, with single family dwellings surrounding the mill pond and affordable



multifamily apartments situated along Marine Drive. There have been several attempts in the past to develop this lot for non-residential uses, including a credit union and a medical facility. The AH-MP zone permits retail uses as a conditional use, but not in excess of 6,000 square feet. In discussions with the applicant, staff determined that it would be more appropriate to extend the Local Service (LS) zone to the east, where retail sales are permitted outright, and to add some restrictions regulating the size. The zone change in the area to allow retail sales over 6,000 square feet at the site was approved and adopted by City Council at the March 5, 2018 Council meeting.

The site lies in the "Gateway" neighborhood in the comprehensive plan CP.057-Gateway Overlay Area. The site also lies within two design overlay zones:

The Civic Greenway Overlay zone is in intended to "protect views of and access to the Columbia River, provide for an enhanced open space and landscaping, support water-dependent uses consistent with Astoria's working waterfront, and encourage modest scale housing in areas recommended for residential use. It extends from approximately 16th street to 41st Street between Marine Drive and the River.

The Gateway Overlay Zone is "intended to be an intensively developed, mixed-use area which complements Downtown Astoria and the community as a whole."

The area is dominated by major institutional uses, including the Columbia River Maritime Museum, the City of Astoria Aquatics Center, Columbia Memorial Hospital, the Oregon State University Seafood Lab, East End Mooring Basin, and associated Port property. There are several significant vacant land and water areas suitable for redevelopment.

### Area:

The proposed location is bounded on the north by Steam Whistle Way, to east by undeveloped property zoned Attached Housing-Mill Pond (AH-MP), to the south by Marine Drive and to the west by 23<sup>rd</sup> Avenue. The area includes multiple tax lots and multiple platted lots. Prior to any construction, the applicant shall submit a lot line adjustment permit to the Community Development Department.



# Proposed Construction: At a Glance

This proposal is to construct an 11,580 square foot commercial space to house the Astoria Co-op Grocery. The proposed new building is on a site area of 76,959 square feet. 11,580 (15% of the site) is proposed for building footprint, with an additional area for a loading bay, and a landscaped area of approximately 38,396 square feet (meeting the 20% LS zone requirement for landscaping), a parking lot, storm water drainage bioswales and outdoor seating area.

The proposed use of the site is not under review by the DRC. Retail Sales Establishments of this size, are an outright permitted use in this lot in the recently approved LS-Local Service zone. The applicable criteria, including design aesthetics and orientation of the building are reviewed in this staff report.

Multiple drafts of plans for this project have been submitted to and reviewed by staff. The final set of proposed plans are included with the application materials, and are dated 5-25-18. Previous iterations are referenced in some of the public comments. A full set color plans are available for review in the Community Development Department, and posted on the City's website as a PDF.

Style: Single story rectangular shaped building with a flat roof, sloped for drainage. The proposed structure has prominent canopy/awning feature on the east and south facing elevations

Roof: The LS zone allows heights up to 45', however the overlay zone maximum is 28'. The proposed roof plan is 20', with a wooden canopy with sheet metal at

- 25'5". Materials include a white or gray Thermoplastic polyolefin (TPO), and heavy wooden brackets to support the canopy
- Siding: The exterior façade is a combination of 8" horizontal stained ship lap cedar siding, a concrete stem wall 4'6" high, and metal wall panels comprised of box corrugation, galvanized and painted zinc gray.
- Windows: East elevation will have an aluminum storefront window system, and fiberglass windows, vinyl windows with a white finish are proposed on the other elevations.
- Doors: A metal roll-up loading door in zinc gray is proposed on the north elevation.

  The applicant notes other doors will be hollow metal or fiberglass. Details on the automatic sliding double door have not been submitted. Additional detailing on proposed doors shall be submitted by the applicant.
- Other Design Elements: Additional decorative elements include large wooden column and beams with a natural finish proposed on the south and east elevations. Steel metal bike racks are proposed on the east side, and 3 options for screening/fencing around the loading area on the north side of the building.
- Exterior Lighting: Downcast exterior wall mounted lighting proposal is included, along with traditional style pole mounted lights in the parking lot.
- Sign: The proposed development includes aluminum wall signage. Dimensions and materials shall be submitted with the sign permit including clarification on illumination and location and dimensions for any other proposed signage such as freestanding or monument signs. 150sq feet of signage is allowed per the zoning.
- Trash Enclosure: Screening or fencing trash enclosures is required, no details were submitted. A site plan shall be submitted prior to obtaining a building permit application for review.

# III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 250 feet pursuant to Section 9.020 on April 10, 2018. A notice of public hearing was published in the *Daily Astorian* on April 27, 2018. On site notice required in Article 9 was posted April 23, 2018. Comments from the following parties were received in time to be included with meeting packets:

- Email from Barbara Bower 3-4-18
- Email and letter from Barbara Bower dated 4-24-18

- Letter from Mill Pond residents dated 4-25-18, with exhibit materials
- Letter from John Ryan dated 4-26-18

Additional comments received after the May 3<sup>rd</sup> meeting are included with this packet:

- Letter from John Ryan dated 5-31-18 with exhibit materials
- Email from Ned Heavenrich dated 5-13-18
- Email from Mill Pond HOA Board of Directors dated 5-16-18
- Letter from Mill Pond Residents dated 5-31-18

Any additional comments received will be made available at the Design Review Committee (DRC) meeting.

# IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

A. Section 14.015(A) states that in addition to conformance with the specific uses and standards of the individual zones, the following zones shall conform to the general regulations of the Gateway Overlay Zone in Sections 14.005 through 14.030. 1) Maritime Heritage; 2) Family Activities; 3) Attached Housing-Health Care; 4) Health Care; 5) Education/Research/ Health Care Campus; 6) Hospitality/Recreation; 7) Local Service; and 8) Attached Housing-Mill Pond.

Finding: The site of the proposed grocery store would be located in the Local Service (LS) and shall conform to Sections 14.005 through 14.030 of the Development Code. The location is also in the Civic Greenway zone, article 14.035 notes 14.040 B "Non-residential and mixed use development applications shall be reviewed through the public design review process subject to Design Review Guidelines in Section 14.025." This criteria is met.

B. Section 14.015(B) requires that each public or private development proposal within the Gateway Overlay Zone will be reviewed for consistency with the Design Review Guidelines in Sections 14.020 through 14.030.

<u>Finding</u>: The proposal is a private development to be constructed within the Gateway and Civic Greenway Overlay Zones and as such will be reviewed for consistency with the Design Review Guidelines. This criteria is met.

C. Section 14.020 states that the Design Review Guidelines shall apply to all new construction or major renovation. The guidelines are intended to provide fundamental principles that will assist in the review of the proposed development. The principles identify both "encouraged" and "discouraged" architectural elements. They are broad design objectives and are not to be construed as prescriptive standards.

<u>Finding</u>: The structure is new construction and as such is subject to the Design Review Guidelines.

D. Section 14.025(A) describes the purpose of the Design Review Guidelines and states that the Gateway Plan "encourages new construction to reflect building types found in the Uppertown area." Three historic building types commonly found in the area include waterfront industrial, commercial, and residential.

Finding: The proposed development is a commercial structure, and at a single story is low in form, which is an encouraged building type. See rendering to the right. The new building is simple with a general rectangular plan shape. It is neither complex nor sprawling. The



canopy adds an architectural element that makes the design unique, while maintaining an encouraged form. This criteria is met.

- E. Section 14.025(B) identifies the building forms encouraged.
  - All Building Types: a) Simple designs without extraneous details;
     b) Rectangular in plan; c) Square in plan.
  - 2. Waterfront Industrial: a) Low in form; b) Cubic in form.
  - 3. Commercial: a) Low in form.
  - 4. Residential: a) Vertical in form; b) Cubic in form; c) Full front porch or front porch large enough to accommodate several seated persons.

Section 14.025(C) identifies the building forms discouraged.

1. All Building Types: a) Complex building footprints; b) Sprawling structures.

<u>Finding</u>: The building would be rectangular with parking adjacent to the front (east) elevation. The building footprint is not complex, nor sprawling. This guideline is met.

F. Section 14.025(D) identifies the windows encouraged.

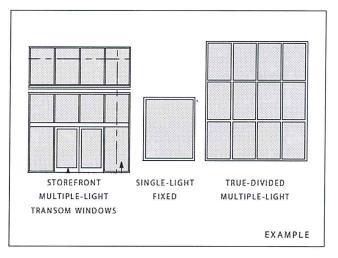
- 1. All Building Types: a) True-divided, multiple-light windows; b) Single-light windows; c) Applied muntins with profile facing window exterior; d) Rectangular windows with vertical proportions; e) Fixed windows; f) Double or single-hung windows; g) Casement windows; h) Windows should be spaced and sized so that wall area is not exceeded by window area, with the exception of commercial storefronts. Waterfront Industrial: a) Square or rectangular windows with multiple lights.
- 2. Commercial: a) Storefronts: 1) Plate glass windows with multiple-light transom windows above; 2) Recessed entries; 3) Window to wall surface proportions may be exceeded; b) Upper Stories: 1) Window area should not exceed wall area.
- 3. Residential a) Vertical rectangle or square windows; b) Combination of single and multiple-light windows; c) Single windows, paired windows, or windows grouped in threes; d) Bay windows; e) Arched or decorative shaped windows used sparingly; f) Windows should use casings and crown moldings.

Section 14.025(E) identifies windows discouraged.

1. All Building Types: a) Applied muntins which have no profile; b)
Smoked glass; c) Mirrored glass; d) Horizontal sliding windows; e)
Walls predominated by large expanses of glass, except in commercial storefronts; f) Windowless walls. Large expanses of blank walls should only be located in areas which are not visible to the public; g)
Aluminum frame windows, except in commercial storefronts.

<u>Finding</u>: Proposed windows include both aluminum and fiberglass materials. Large window area is allowable for commercial sites.

However, spandrel and frost glass is discouraged. The revised design indicated added windows on the west side of the building which are clear and allow pedestrians to look into the store. Additionally, an espalier trellis for fruit trees and a series of planters are shown



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along the west. Aluminum window designs have been approved and installed at the CMH Pavilion building and are appropriate for commercial building types.

The new design indicates larger fiberglass, clear windows and the addition of shrouds around the smaller windows.

- G. Section 14.025(F) identifies exterior wall treatments encouraged.
  - 1. All Building Types: a) Drop siding; b) Weatherboard siding; c) Horizontal siding with six inches or less exposure.
  - 2. Waterfront Industrial: a) Board and batten style; b) Galvanized corrugated metal.
  - 3. Commercial: a) Finished concrete; b) Brick veneer.
  - 4. Residential: a) Clapboard; b) Wood shingle (rectangular); c) Decorative wood shingle.

Section 14.025(G) identifies exterior wall treatments discouraged.

1. All Building Types: a) Exposed textured, concrete block; b) Flagstone or other applied stone products; c) Precast concrete or decorative concrete panels; d) Wood shakes; e) Plywood paneling.

<u>Finding</u>: The structure is proposed to be sided with a mixture of sidings. Siding examples are included in the proposal. The proposed painted metal siding with vertical ridges, and wood ship lap siding meet the guidelines for materials. The applicant shall confirm the reveal of the siding. Finished concrete is also an encouraged element. The materials meet the guidelines.

Materials proposed for screening the loading bay shall be reviewed by DRC; A landscaping/fencing design has been provided by the applicant for review. It appears that the loading bay is surrounded by a six foot wall or fence that is landscaped between the wall and Steam Whistle Way.

- H. Section 14.025(H) identifies the roof elements encouraged.
  - 1. Waterfront Industrial: a) Single gable with low pitch; b) Repetitive gable with steep pitch; c) Shallow eaves; d) Small shed roof dormers; e) Monitor roof on ridge line; f) Flat panel skylights or roof window.

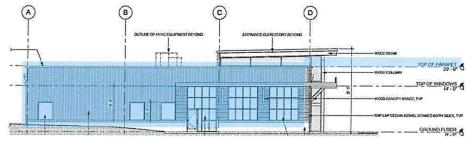
- 2. Commercial: a) Single gable with low pitch; b) Repetitive gable with steep pitch; c) Shallow eaves behind parapet wall; d) Flat or gable roof behind parapet wall; e) Structural skylights.
- 3. Residential: a) Steep gable with broad eaves; b) Steep hip with broad eaves; c) Dormers with gable, hip, or shed roofs; d) Flat panel skylights or roof window on secondary elevations; e) Turrets or large projecting window bays used sparingly.

Section 14.025 (I) identifies the roofing elements discouraged.

1. All Building Types: a) False mansard or other applied forms; b) Dome skylights.

<u>Finding</u>: The structure will have a flat roof which incorporates a parapet wall, and large wood beam canopy. Flat roofs behind a parapet are encouraged design on commercial buildings. Other encouraged commercial roof designs include single gables with low pitch, repetitive gables with steep pitch or design which incorporate skylights. Adjacent commercial structures have a variety of roof designs and levels such as the CMH Cancer clinic. The awnings add an element to break up the roof design while maintaining encouraged design elements for commercial structures. The signage near the roofline shall require a sign permit, and should it extend about the roofline, it shall conform to dimension

requirements in Article 8 for signage.



I. Section 14.025(J) identifies

roofing materials encouraged.

- 1. All Building Types: a) Cedar shingle; b) Composition roofing; c) Roofing material in gray, brown, black, deep red, or other subdued colors.
- 2. Waterfront Industrial: a) Galvanized corrugated metal; b) Low profile standing seam, metal roof; c) Roll down.
- 3. Commercial: a) Built-up.

Section 14.025(K) identifies roofing materials discouraged.

All Building Types: a) High profile standing seam, metal roof;
 b) Brightly colored roofing material.

Finding: The roofing material proposed is noted as white or gray Thermoplastic polyolefin (TPO), and heavy wooden brackets to support the canopy. The applicant shall clarify if the final proposed material is gray or white. Gray is the encouraged color to maintain a neutral or subdued roof design. If the material is a subdue color, this guideline has been met. At one point, the applicant discussed proposing solar panels on the roof. Should any solar panels or structures be incorporated into the design, the applicant shall submit a plans and a solar permit, required in Development Code article 16.

- J. Section 14.025(L) identifies signs encouraged.
  - 1. All Building Types: a) Hanging blade signs; b) Signs painted on building facade; c) Signs applied to building facade; d) Front lit; e) Graphics historic in character.
  - 2. Commercial: a) Exterior neon.

Section 14.025(M) identifies signs discouraged.

1. All Building Types: a) Pole mounted freestanding signs; b) Plastic or internal and back lit plastic.

<u>Finding</u>: The applicant proposes aluminum letter signage on the east elevation near the main entrance. The applicant noted the co-op was exploring possibilities for a new logo and lettering. With that process is underway, the actual proposed signage is expected to change. The lettering below is a likely area where signage will be installed.

Signage and any advertising at the site will need a sign permit and will be reviewed against the signage requirements in Article 8 and Article 14 of the

Development
Code. Without
additional
details on the
proposed
dimensions and
design for the
signage, this
guideline is not
met. At their
discretion, the
DRC may direct



SE PERSPECTIVE

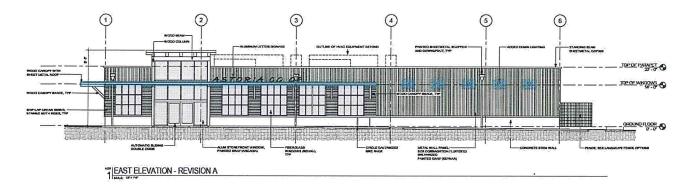
Community Development staff to review signage when it is submitted with a sign permit. If needed it may be reviewed by the DRC as an amendment to an existing permit. Signage shall not be installed prior to review by staff and/or the DRC.

- K. Section 14.025(N) identifies exterior lighting encouraged.
  - 1. All Building Types: a) Decorative lighting integrated with architecture; b) Metal halide or incandescent; c) Pedestrian and traffic signals combined with street lamps; d) Light fixtures that direct light downward and eliminate glare.
  - 2. Waterfront Industrial: a) Industrial pan light with goose neck; b) Low bollard lighting.
  - 3. Commercial: a) Historic street lamps along walks and parking lots. Section 14.025(O) identifies exterior lighting discouraged.
  - 1. All Building Types: a) Sodium vapor (amber); b) Fluorescent tube; c) Cobra head street lamps or other contemporary fixtures; d) Fixtures with un diffused, undirected light that do not focus the light to the ground and that will potentially destroy the night sky view.

Finding: The parking light lighting plan is shown on page 35 of the original submitted plans. Proposed fixtures are noted in the additional materials and in a new lighting plan submitted by the applicant. Additional decorative lighting integrated with the architecture and fixtures that direct light downward to eliminate glare are encouraged designs. The gooseneck lighting is preferred, to provide consistency with similar existing fixtures in the Mill Pond neighborhood. Bulbs shall not extend below the shroud of the lamp.



The fixtures are proposed and shown to the right, and noted on the lighting plan. Any additional lighting shall be downcast. The goose neck like fixtures proposed meet the guidelines. Historic street lamps are also an encouraged design. The guideline is met.



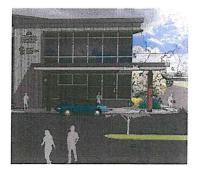
- L. Section 14.025(P) identifies other design elements encouraged.
  - Commercial: a) Canvas awnings or fixed canopies for rain protection. Section 14.025(Q) identifies other design elements discouraged.
  - 2. Commercial: a) Vinyl awnings; b) Back lit

awnings. Finding:

The fixed wooden canopy for rain protection and ease of customer entry is encouraged in commercial buildings. The use of wood is encouraged, especially in this location which is near the historic wooden mill that once operated near the site. Examples of other successful awning designs are below. The wooden canopy meets the design criteria. Additionally, a trellis has been extended along the south façade to support a wisteria vine and add definition to the building. This criteria is met.







M. Section 14.030(A)(1) concerning building orientation states that development projects should form visually continuous, pedestrian-oriented street fronts with no vehicle use area between building faces and the street. Exceptions to this requirement may be allowed to form an outdoor space

such as a plaza, courtyard, patio, or garden between a building and a sidewalk. Such a larger front yard area should have landscaping, low walls, fencing, railings, a tree canopy, or other site improvements.

<u>Finding</u>: The proposed project covers a site area of almost 77,000 square feet. The building itself is approximately 11,580, with the main entrance on the east side of the structure facing the parking lot. Staff discussed relocating the building to other areas of the lot with the applicant, and changing the orientation. The applicant submitted alternative siting plans with previous submissions. The final site plan dated 5-25-18 proposes the parking lot east of the building, with the entrance to the site off Steam Whistle Way. Public comment received and included in the Committee packets include testimony from neighboring property owners concerning the orientation of the building.

Incorporating outdoor seating on the south façade of the site as proposed on page 3 of the plans helps maintain a pedestrian friendly design. The use of this patio area between the buildings is allowed, to create a pedestrian oriented street front. The applicant has added a walkway/ramp from the corner of 23<sup>rd</sup> to the entry facing Marine Drive. Pedestrian improvements along 23<sup>rd</sup> include edible landscaping and windows into work areas.

The design changes to the building are intended to take more than just vehicular access from the parking lot into account. The neighboring areas are zoned for commercial, residential and family activities, all of which draw populations other than just retail sales customers to the area. Based on the revised materials submitted by the applicant, the DRC shall provide a determination if the current proposed orientation of the building meets this criteria.

N. Section 14.030(A)(2) concerning building orientation states that new uses should "be sited to take advantage of the Columbia River and hillside views."

<u>Finding</u>: The applicant notes orientation of the building has been addressed to take advantage of the Columbia River by locating the building on a north/south axis. The structure meets the setback requirement of 5' adhering to the view corridor requirements, and protecting views of the river. This guideline has been met.

O. Section 14.030(A)(3) concerning building orientation states that if the proposed project is large or situated so as to become an entrance or major focus of the City, the design should recognize the project's prominence and should be both compatible with its surroundings and complementary to the City as a whole.

<u>Finding</u>: While the proposed project is only one story, with the current

orientation and large footprint, it is a prominent structure as you enter the City from the east. The design and materials reflect the previous industrial uses of the Mill Pond area. This criteria has been met.

P. Section 14.030(B)(1) concerning building massing states that buildings should have a floor area ratio on their lots of at least 1:1 (One square foot of building area for one square foot of lot area), in order to maximize use of the land.

<u>Finding</u>: the FAR criteria requirement is not required as the location falls in the Gateway and Greenway zone and the FAR does not apply to "on-land development in the Civic Greenway Overlay Zone within the Gateway Overlay Zone." This ratio requirement is waived.

Q. Section 14.030(B)(2) concerning building massing states that buildings should be a minimum of 24 feet in height from grade to highest point of the structure, excluding those features exempt from building height as identified in Development Code Section 3.075.

<u>Finding</u>: The proposed building height is 20' to the parapet wall and 25'5" to the top of the awning, which meets the criteria of 24'. The LS Zone has a maximum height of 35' above grade per Article 2.980. The applicant has noted HVAC equipment on the roof, but has not submitted dimensions or if they propose to screen any of the equipment. Additional informational shall be submitted regarding the HVAC system on the roof including dimensions and location.

R. Section 14.030(B)(3) concerning building massing states that the height, mass, and scale of buildings should be compatible with the site and adjacent buildings. Use of materials should promote harmony with surrounding historic structures and the character of the waterfront.

<u>Finding</u> The proposed structure is one-story. There are one, two, and three story commercial buildings in this area. Buildings along Exchange Street include the hospital and OSU Seafood Center which are large, multi-story buildings. One of the tallest commercial buildings in the overlay is the Fire Fighters Museum at 30<sup>th</sup> and Marine Drive, which is a flat roofed building at approximately 38' high. The remaining buildings are mostly one and two stories with a few three story residential structures.

The height, mass and scale of the building is in proportion with the large site on which it is located. Without the awning element, at less than 24', the building risks looking like a structure that is out of scale with the neighboring developments. The wooden awning provides a design element that ties into the historic character of the Mill Pond area. This guideline is met.

S. Sections of the Comprehensive plan concerning the Gateway Overlay Area

include: CP.058. Gateway Overlay Area Policies. This section states that the City will utilize the general vision of the Gateway Master Plan to direct future development in the Gateway Overlay Area. The overall Comprehensive Plan objectives are to:

- a. promote development that complements the Downtown Area;
- b. enhance the primary uses, such as the Columbia River Maritime Museum and Columbia Memorial Hospital, and work to redevelop areas such as the former John Warren Field site, which has significant development potential;
- c. promote new land uses complementary to the riverfront and existing development, particularly visitor oriented uses and high density housing;
- d. establish visual and physical linkages within and around the Gateway Overlay Area, with special emphasis on the Columbia River riverfront;
- e. create a pedestrian-friendly environment throughout the Gateway Overlay Area through the careful siting of buildings and parking lots, careful consideration of street frontage design, and extension of the Astoria River Trail; and create investor interest by promoting complementary land uses and quality development in the surrounding area.

<u>Finding</u>: The proposed development is a relocation and expansion of an existing use in the Downtown Area. The relocation will provide easier access for hospital workers in the area, and Mill Pond residents. This parcel on the corner of 23d and Marine drive was intended for commercial use when the Mill Pond area was first developed. The revised attempts to create a more pedestrian friendly environment with the street frontage design, however the proposed development does provide an opportunity for a visitors and local residents to utilize the undeveloped lot. The proposal is also in compliance with economic development goals listed in the Comprehensive Plan CP.210 recommending promoting a combination of tourist oriented development and services for Astoria residents and businesses. A co-op grocery as a retail sales establishment supports this goal by providing opportunities for tourists and local residents.

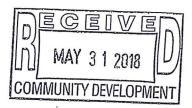
# V. CONCLUSION AND RECOMMENDATION

The request meets most the Design Review Guidelines. Should the Design Review Committee approve the current proposal, the following issues shall be addressed.

To approve the request, it is recommended the DRC consider the Findings of Fact, and recommendations below. The DRC may choose to add additional conditions of approval.

- 1. The DRC must determine that the proposed orientation of the building is satisfactory, or if a different orientation is required. In previous submittals, the applicant outlined alternative building orientation. This siting has been included in testimony submitted by a number of Mill Pond homeowners in a letter dated 4/24/18.
- 2. The applicant shall submit a recorded document with a lot line adjustment permit to the Community Development Department prior to submitting building permits.
- 3. Glass in all proposed windows are clear and not frosted or spandrel.

  Additional window and window treatment as shown on the revised plan shall be installed. Any windows with grids shall be true divided or shall have external grids.
- 4. The applicant shall confirm the reveal dimensions for the proposed siding.
- 5. The applicant shall clarify if the final proposed material is gray or white. Gray is the encouraged color to maintain a neutral or subdued roof design.
- 6. Should the applicant wish to incorporate solar panels, plans and a permit shall be submitted for review by the Community Development department for compliance with Article 16 of the development code.
- 7. Signage proposed will need a separate sign permit, and shall be reviewed against the Sign Ordinance, and compliance with the overlay zones.
- 8. A design for trash enclosure, and any noise abatement design elements shall be submitted to the Community Development Department for review.
- 9. Additional informational shall be submitted regarding the HVAC system on the roof including dimensions and location.
- 10. Any changes to the landscape plan shall be submitted for review and approval by the Community Development Department at the time of the building permit application. Landscaping shall be installed prior to occupancy of the building.
- 11. 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.
- 12. The applicant shall obtain all necessary City and building codes permits, including a utility service application, grading and erosion control permit, Right of way Permit and Construction Permit.



Design Review Committee

May 31, 2018

DR17-03 Astoria CO-OP

I am John Ryan and live at 2495 Mill Pond Lane, My garage exits onto Steam Whistle Way and is across the driveway from the proposed exit to the parking lot for the Co-Op.

This is not only about traffic interference with the livability of the residents of Mill Pond and especially Steam Whistle Way. This is a development that has an immense effect on the City of Astoria and must reflect the criteria set forth by the Gateway and Greenway Overly Zoning mandates. I am going to point out several issues I have with the 2<sup>nd</sup> submittal to this committee, not only to note these issues but to offer the solution.

- #1 The use of Steam Whistle Way for direct traffic to and from the Co-Op is unacceptable. Solution move the building to the East property line and use a public street, 23<sup>rd</sup> Avenue, for access and egress. The building orientation of the present design presents an unfriendly and unsafe solution for the neighborhood. Owner even provided alternate to the submittal.
- #2 The massing of the building is not pedestrian friendly when the unappealing back wall is 5 ft from and totally visible along the 23<sup>rd</sup> Avenue sidewalk. Solution move the building to the East property line and have a continuous visual pedestrian walkway, with open access and view through the parking along the sidewalk of 23<sup>rd</sup> Avenue. Per Gateway and Greenway Overlay zoning requirements no vehicular use will be between the building and Marine Drive (the main street).
- #3 The location of the building with the flat metal back of the building facing downtown Astoria does not complement downtown nor showoff the Co-Op from the downtown area. Relocate the building to the East and the front of the building will face downtown for view by both pedestrian and motor traffic Which will face the owners and members of the Co-Op who identify themselves with downtown Astoria (Gateway requirement).
- #4 The massing of the building shuts down any casual river views down 23<sup>rd</sup> Avenue. Solution Relocate the building to the east and the area opens up north of Hwy 30 to the river down 23<sup>rd</sup> Avenue (Gateway requirement for open view to the river).
- #5 The location of the building to the East includes all amenities i.e. outdoor dining, storm drainage, service area and provision for entrance to the Co-Op by both truck delivery and customers. Future development of the parcel to the east will block the back of the bldg. from view when on Marine drive, not the case in the present design.

There are 2 options attached for locating the building to the East side. 1) One submitted by the developer, option B, and one submitted by me, revised for the 7<sup>th</sup> June meeting. There are differences — mainly # of parking stalls, and a park to save the 80 year old redwood tree. I submit, the Design Review Committee not approves the plans until the design meets the above city required criteria.

The revised submittal has not met the criteria of the last meeting and has demonstrated a complete disregard by the owner for the neighborhood rights and concerns.

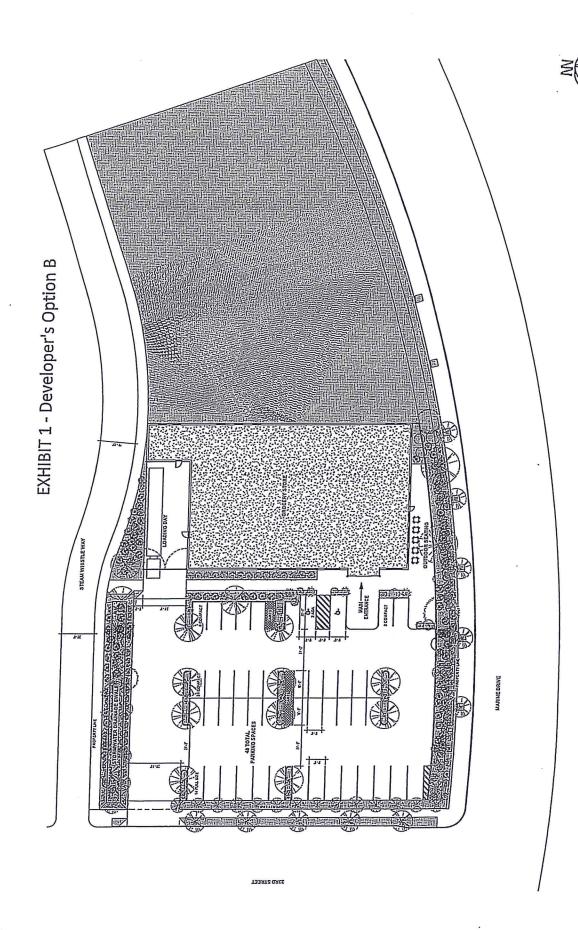
Respectfully

John/Ryan 2495 Mill Pond Lane Astoria, Or. ryanscroft@earthlink.net

Attached

1. Option B

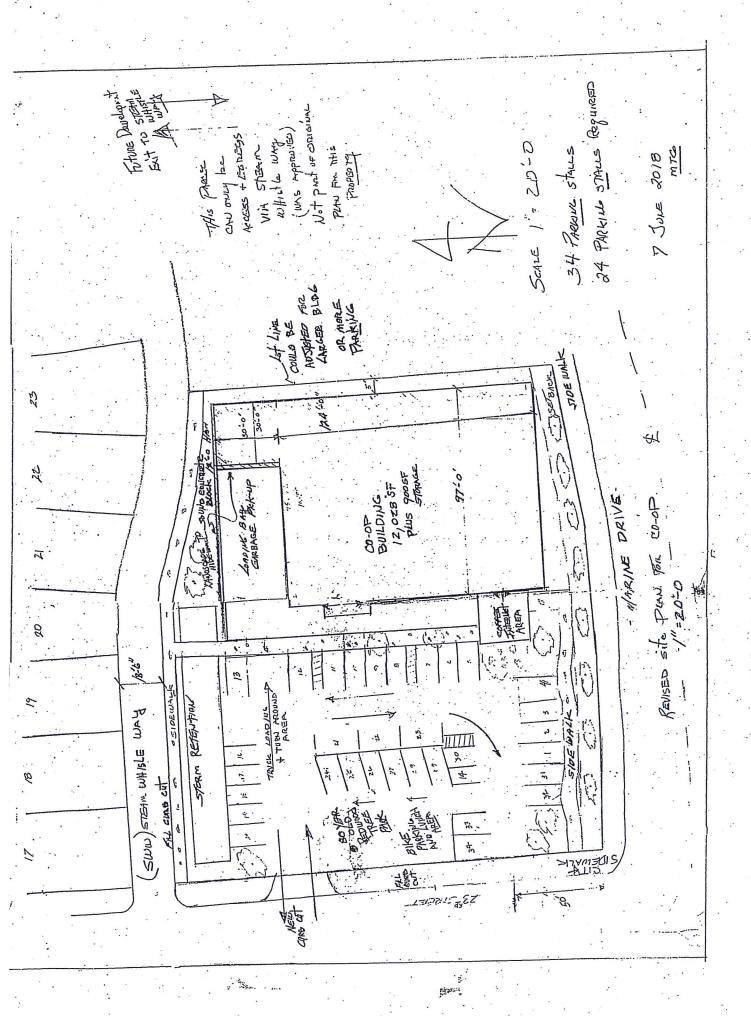
2. Alt design



SITE PLAN - OPTION B

AŠTORIA CO OP DESIGN REVIEW SUBMITTAL

Page 3 of 7



# **Nancy Ferber**

From:

Ned Heavenrich <nednlulu@yahoo.com>

Sent:

Sunday, May 13, 2018 7:59 PM

To:

Nancy Ferber

Subject:

Astoria Coop

Nancy, I am writing on behalf of the Astoria Coop in favor of their efforts to get construction underway. We really need this store expansion to happen asap. My family has been supporting the coop since its inception in the mid 70s. We are also investors in the new store and feel they are a solid and important part of Astoria. With all the new grocery stores opening in Warrenton we feel it's important to make sure that the coop has a home in a highly visible place that will attract clients. As someone who lives east of town I am excited about the new location.

Willis and Lurana Heavenrich 44218 Anderson lane Astoria 97103

Sent from Yahoo Mail on Android

# **Nancy Ferber**

From:

castorey@frontier.com

Sent:

Wednesday, May 16, 2018 4:22 PM

To:

'Don Vallaster'; 'Matthew Stanley'; jennifer@wickiupconsultingllc.com

Cc:

Nancy Ferber; Mike Morgan; Brad Kobielusz; John Ryan; Colleen Keenan; Steve Mazzuca

Subject:

Co-op Building Follow up

Hello Don, Matt, Jennifer - This message is from the Mill Pond HOA Board regarding the fencing around the docking bay.

#### Mr. Vallaster:

Please note when we you submitted the Co-Op building plans to the Mill Pond Architecture Committee at the end of 2017 and requested construction of the building be allowed to move forward, the screened area around the loading bays were proposed to be constructed of the same material as the main building creating a sound and visual barrier between the loading area and nearby residences. We see that in your proposal put forward to City Design Review Committee this has been changed to a short wall and a screen mesh type fence.

We do not see this as a practical solution for the following reasons.

- 1) It does not provide a sound barrier of the activities that are occurring in the loading dock area.
- 2) It does not provide an effective debris containment from the trash functions and trash collection in this area. Winds in this area mainly come from the South and West which will push small debris out of the loading area into neighboring yards and eventually Mill pond.
- 3) If you look at fencing solutions in the area they do not stand up well to the elements as well as bumps and knocks from heavy equipment operating in the area.

We request you revise this back to the material and design that was submitted to our board.

We also would like to see the proposed signage as we do have some ability to comment on this and have not seen a formal plan for location and design of the signage. In addition, please also forward your landscape plans to the HOA for review and approval.

Lastly, we noted the City Review committee as well as our HOA and Mill Pond residents have struggled with the primary access off of Steam Whistle Way. We believe it would serve you well as well as your client to move forward with the plans you provided in option B with and access off of 23rd St.

Respectifully submitted

Brad Kobielusz Chair Architecture Review Committee Mill Pond HOA

PS from the HOA President. Please note that containers, trash receptacles in the Mill Pond neighborhood are hidden from view of the main streets and the mesh fencing proposed for the Co-Op docking bay does not hide these containers. Note, for example,

that the Astoria Gateway apartments have a concrete block enclosure around their containers with a locked gate.

Thank you, the Mill Pond HOA Board of Directors

OITY OF ASTORIA

MAY 3 1 2018

JUILDING CODES

#### MILL POND RESIDENTS' RESPONSE TO CO-OP DESIGN

FOR JUNE 7, 2018 CITY OF ASTORIA DESIGN REVIEW COMMITTEE HEARING

EXECUTIVE SUMMARY: The Mill Pond (MP) residents are supportive of the Co-Op but continue to object to the present Co-Op plan using Steam Whistle Way ("SWW") as access to the Co-Op parking lot. We are definitely supportive of Option B as provided by the Developer in the May 3<sup>rd</sup> package design which accesses the co-op parking lot off 23rd Avenue. Option B sites the back of the Co-Op building on the new divided lot line and access to the Co-Op parking lot is via 23rd Avenue. Due to the noise from delivery trucks, we are asking for sound deadening on the inside walls of the loading bay dock to mitigate the noise impact to those residents whom are right by the Co-Op. As this is our neighborhood, we believe the DRC should consider our neighborhood rights and concerns.

At this time, we have not seen any updated Co-Op plans after the May 3<sup>rd</sup> DRC meeting in advance of submittal of this written document for the June 7th DRC meeting.

SUMMARY of BACKGROUND PROVIDED by MP Residents for May 3rd Meeting: The Mill Pond residents that live between 23<sup>rd</sup> and 27<sup>th</sup>, with access to their garages on Steam Whistle Way (SWW) object to the current site-plans for the Co-Op with the back of the Co-Op sited on 23rd Avenue and entrance to the Co-Op parking lot is via Steam Whistle Way ("SWW"). We have been voicing and are continuing to voice our concerns over the use of SWW to access the Co-Op parking lot. We expect substantial increase in traffic on SWW, which will affect access in and out of our garages, resulting in a significant safety issue. As noted previously, the traffic study as presented by the Co-Op and the study provided to us does not include any traffic study and impact on SWW nor on Mill Pond Lane. The existing traffic study only focuses on Marine Drive and 23rd Avenue.

ADDITIONAL INFORMATION for June 7th Meeting: Note that the proposed Co-Op development is located on property within the Mill Pond Homeowners' Association and as such, must follow the MP By-Laws and CC&Rs. We expect the DRC and the City of Astoria to respect the Mill Pond CC&Rs, By-Laws, and Architectural Guidelines given the location of this property.

The State of Oregon recognizes HOAs and their requirements. Therefore, we ask that the DRC respect the rights of the Mill Pond HOA/Architectural Committee to enforce certain requirements within our HOA, in accordance with the State of Oregon Revised Statutes (ORS), Chapter 94, Sections 94.550 - 94.785. Oregon Revised Statutes are State Laws that have been passed and represent more than HOA requirements being a civil matter, as stated by Jennifer Bunch at the May 3<sup>rd</sup> DRC meeting. https://www.oregonlaws.org/ors/chapter/94

Note that before construction begins, formal written approval does need to come from the Mill Pond Architectural Committee in conformance with Mill Pond CC&Rs.

In the May 3<sup>rd</sup> testimony from the Co-Op representatives, we heard that they expect the hospital employees to make use of the outdoor seating and access to the Co-Op during their meal breaks. We have heard anecdotal evidence that the hospital cannot get the employees to park in the new designated parking spots developed by the hospital due to the distance from where they work. In addition, the hospital has a cafeteria with employee pricing. Given the parking situation and the fact that the Co-Op's pricing will likely be higher than hospital cafeteria meals, it is highly unlikely to generate a significant amount of its business from hospital employees traversing Marine Drive for their lunch or dinner and will definitely be even lower in inclement weather. The Co-Op representatives provided no testimony that Mill Pond residents or even the low-income and senior center apartment tenants w/b accessing the Co-Op.

IN CLOSING: Mill Pond HOA Board and the Mill Pond residents want to make clear their objection to the developer's "As Submitted" plan and the developer's "Response to Neighborhood" plan as follows:

1. The use of SWW for access/egress is unacceptable due to the Mill Pond residents' garages having to pull in and back out onto SWW and concern about increased Co-Op traffic flow on SWW.

- 2. The back of the Co-Op building is along 23<sup>rd</sup> which is not consistent with a pedestrian friendly view corridor. No matter what landscaping is placed on 23<sup>rd</sup> Avenue, the back of such a large building continues to be non-neighborhood friendly.
- 3. Traffic generated to/from the Co-Op is concentrated on both 23<sup>rd</sup> Avenue and SWW for access. The move to Option B allows for Co-Op traffic to access the parking lot from 23<sup>rd</sup>, removing SWW as primary access.
- 4. Landscaping plans are to be submitted to the Mill Pond HOA before commencing with such plantings.
- 5. A concrete sound wall inside the loading area must be included in the plans to reduce noise from delivery vehicles/other large vehicles accessing the Co-Op Loading Bay.

In summary, we continue to support Developer's original Option B, which uses 23<sup>rd</sup> Avenue to access the Co-Op parking lot. The Option B plan is pedestrian friendly and visually consistent with the original vision of Mill Pond Village.

Respectfully submitted, Mill Pond Residents:

Resident/Address/Lot#

Arlee Jensen and William Saar

Lots 17 and 18 (corner of 23<sup>rd</sup> and Mill Pond Lane)

Barbara Bower and Gary Huffman Lots 19 and 20 (next to Saar's lots)

Sally Jarvis (Lot 21) 2455 Mill Pond Lane

John (MP HOA Secretary) and Melanie Ryan (Lot 22)

2495 Mill Pond Lane

Tracy and Donna Black (Lot 23) 2505 Mill Pond Lane

Dick and Sandy Darby (Lot 24) 2555 Mill Pond Lane

Harvey and Cheryl (MP HOA President) Storey (Lot 25)

2605 Mill Pond Lane

Lois Hankins (Lot 26) 2655 Mill Pond Lane

Gary Aspmo (Lot 27) 2705 Mill Pond Lane

Dennis and Mary Parfitt (Lot 28)

2715 Mill Pond Lane

Jim and Lori Wolcott (Lot 29) 2735 Mill Pond Lane Resident/Address/Lot#

Mark and Tommie Redwine (Lot 30)

2755 Mill Pond Lane

Jerry and Annie Oliver (Lot 31)

2775 Mill Pond Lane

Toivo and Emilee Fransen (Lot 32)

2795 Mill Pond Lane

Mark Waidelich and Jacinta Chvatal (Lots 11, 12,

and 73)

2875 Mill Pond Lane

Ron and Nancy Sweet (Lot 45)

2879 Mill Pond Lane

Dan and Shelley Morgado (Lot 39)

2860 Mill Pond Lane

Jerry and Colleen (MP HOA Landscape Chair)

Keenan (Lots 14 and 15)

260 23<sup>rd</sup> Street

Alice Iverson (Lots 1 and 2)

285 23rd Street

Russ and Donna Thompson (Lot 4)

265 23<sup>rd</sup> Street

Brad (MP HOA Architect Chair) and Morgan

Kobielusz (Lot 7)

235 23rd Street



## **Astoria COOP Design Review Comments**

The proposed Coop store is to be located in the Mill Pond Village area and the design is subject to the following Design guidelines:

- 1. The Gateway Overlay
- 2. The LS zone standards
- 3. The civic Greenway Overlay

The project site was recently rezoned to LS. That zoning does not restrict or limit the size of retail businesses in the zone. There is a maximum height limit of 35' and this project is less than that height at 25.5'. We also exceed the 20% minimum landscaped area of the site.

We have endeavored to comply with the guidelines and the project you are reviewing today is in substantial compliance with all three of the design standards.

The property abuts three streets. Curb cuts are not allowed on Marine Drive and not within 50' of the Marine Drive intersection on 23<sup>rd</sup> St. We are proposing to use the 23<sup>rd</sup> St. curb cut for a loading bay. However there is a curb cut on SWW way that was provided for access to the Wauna parking lot in the original late 90's platting of the site by Venerable Properties. We propose to use that curb cut to access the COOP parking lot and add an additional curb cut to allow ingress and outgress traffic to SWW.

The building is laid out on a north/south access & has been located 5' off of the 23<sup>rd</sup> St ROW to maintain the view corridor per the greenway overlay. There are several reasons that we have chosen this site configuration:

- 1. The loading bay location allows easy access for truck deliveries from 23<sup>rd</sup> St. This is the best location to minimize queuing problems from Marine Drive. Trucks will be able to quickly back into the loading bay, make a delivery & leave. Both car & pedestrian traffic will be minimally inconvenienced with this delivery location. The location at the far west end of the site will also minimizes activity & sound intrusions for Mill Pond homeowners along SWW. Our understanding is that there will be only two future homes that will be built directly across the street on SWW towards the west end of the Mill Pond site. All other home sites are east & north of the delivery bay.
- 2. The layout is in compliance with GO District guidelines & use standard 14.030. A. 1. that says "Development projects should form visually continuous, pedestrian-oriented streetfronts with no vehicle use areas between building faces and the street". We have taken this directive seriously and propose a site layout that will meet this use standard on all three public streets abutting this property & not just on Marine Drive. Steam Whistle Way will have a loading bay between the pedestrian path and the building but that area will be enclosed with siding material to match the building walls and be heavily landscaped to minimize the visual impact of that use. A patio will be located on the south end of the building facing Marine Drive in direct response to exception (a.) encouraging that use between a building and a sidewalk. All alternative layouts will compromise this guideline/use standard by locating vehicle parking between the building and one or more of the streets abutting the property. See previously submitted alternative site layouts.
- 3. This is a prominent structure in the GO District & the detailed east facing entry & signage will identify and announce the presence of the Coop to west bound traffic entering the City per standard 14.030 A. 3. East bound traffic will also identify the new COOP building through its prominence and signage on the SW corner of the building. The new prominent presence is important to the Coop as they have been essentially hidden from view to the

frequent visitors to the City in their current location. The building reflects the historic maritime uses in the area in its scale and use of siding materials. It is compatible with the scale of other buildings in the area, the medical campus, the OSU Seafood building, the Maritime museum, etc. The Guidelines make a reference to keeping the buildings in this area "simple designs without extraneous details". We have added considerable architectural detail (canopy, large windows, wood siding and a raised roof line) to make the entry identifiable to first time customers but we have kept the rest of the building form simple & straightforward as per GO Guidelines.

- 4. But the most important reason for this layout is the concern for ease of pedestrian access to the store. There are three nearby pedestrian groups that the Coop has identified as likely customers of the new facility:
  - a. There are 600 staff people at the medical campus across Marine Dr. from the new store and there is a crosswalk across Marine Dr. at the corner of 23<sup>rd</sup> & Marine Dr. This layout provides the shortest distance from the campus to the store. Once across Marine Drive they can then enter the site and walk on a sidewalk approx. 80 feet to a south facing door on the patio area. It will be an alternative lunch/break spot from the campus & will facilitate their grocery shopping options as well.
  - b. The Mill Pond homeowners will have easy pedestrian access to the store with this layout without needing to cross any traffic in the loading bay area. We will provide a sidewalk on the north side of SWW to facilitate pedestrian access & safety on a street that currently does not have any sidewalks. Homeowners will be able to walk up 23<sup>rd</sup> street, cross SWW & continue east to a sidewalk that runs to the main entry.
  - c. Tenants of the senior and work force apartments located almost immediately to the east of this site will have pedestrian access along the Marine Drive sidewalk to the corner of 23<sup>rd</sup> Street and then directly into the store. In the future, when the adjacent lot is developed there will be a sidewalk along SWW from their buildings directly to the COOP. Access to the store will be wheel chair friendly.

Making it easy for these three pedestrian groups to access the store will also cut down on unnecessary vehicle traffic to the site for shopping purposes.

- 5. The site gets narrower towards the east property line restricting locating the building in that area of the lot. The location as proposed is at the widest area of the site allowing an ample patio area and a spacious delivery bay to support the COOP mission to the community.
- 6. The COOP has made it clear to all of us that this layout works best for them. It gives them maximum exposure to east bound & west bound traffic on HWY 30 with easy access to the parking areas for shoppers. The proposed layout will provide ample parking for all of their customers and the loading bay is easily accessible from 23<sup>rd</sup>. St. for deliveries & trash/waste removal. Operational efficiency is key to low operating costs & that will help guarantee the future success of the COOP. Any other site layout will result in the pedestrian path for Mill Pond homeowners to be compromised. Vehicle access to the parking lot from 23rd St. could result in queuing problems on 23<sup>rd</sup> St. & Marine Drive.
- 7. Urban Design. The site was always intended to be used for commercial purposes. The original proposed use was for a Wauna Credit Union. It is worth noting that the building was to be located at the corner of Marine Dr. & 23<sup>rd</sup> St. as it should be to acknowledge the importance of the corner and to start to build an urban street enclosure on 23<sup>rd</sup>. St. Currently the two lots to the west of this site have parking lots facing 23<sup>rd</sup> Street but as they are redeveloped for more intense uses in the future, as Astoria continues to grow, there will be an opportunity for those sites to support development along their eastern edges and for 23<sup>rd</sup> St. to become the pedestrian friendly street that Art Demuro hoped that it would be when he first developed Mill Pond Village.
- 8. Environmental Concerns. locating additional driveways parallel to Steam Whistle Way is redundant and unnecessary. Using SWW for it's intended purpose will reduce the paving %

associated with the development and allow more landscaping on site benefitting both the broad community and the Mill Pond community. SWW was never envisioned to be a virtual private street. It's original & current purpose is to allow parking access to commercial & residential properties abutting the ROW.

#### Comments

Note that the building cannot abut directly onto Marine Drive as there is a continuous 10' ODOT easement on the north side of Marine Dr. We have elected to set the building an additional 15' from Marine Dr. to provide an outdoor food patio and to reduce the impact of traffic from Marine Dr. on building uses. This building orientation will bring the building siting into full compliance with Section 14. .030 of the Astoria code.

Steam Whistle Way is a public Street and was always intended to provide access to this site. Venerable Properties limited the SWW ROW width to 20' to control vehicle traffic and maximize adjacent buildable lot sizes.

ODOT has expressed queuing concerns with access from 23<sup>rd</sup> St. and recommends vehicle access for parking from SWW as the site is currently configured.

#### **Local Traffic Issues**

There are currently (6) houses with garages facing on to Steam Whistle Way. Two additional houses have been proposed for construction by property owners abutting SWW. That will mean (8) houses will have garage access on SWW. The owners of those houses have expressed concern with the COOP using SWW as an access points to their parking lot. The concern as indicated to the design team, is that increased traffic on SWW will inhibit their ability to enter/exit their vehicles from & to their garages. The homeowners would also like to have SWW changed to a one way street heading west.

To mitigate those concerns we are proposing the following measures:

- Widen Steam Whistle Way from 20' to 24'. That will provide two 12' wide
  traffic lanes and give the adjacent homeowners a wider street for exiting and
  entering their garages and also facilitate two way traffic accessing the
  COOP parking lots. The widened street will still be narrow enough to
  maintain the original design intent and not too wide to discourage faster
  moving traffic. Narrow streets are a proven method for calming traffic.
- 2. Install signage at the parking lot exit reading "Left Turn Only" to discourage vehicles turning east and into the Mill Pond community. We can also paint left turn arrows on the pavement to further encourage west bound traffic with the support of Public Works.
- Investigate using the west parking lot entrance/exit for entrance only and the east entrance/exit for exiting only. Traffic within the parking lots would then be one way only.

It is worth noting that the Traffic Analysis by DKS Engineers at the request of Public Works does not express any concerns with using Steam Whistle Way to access parking on the site.

### Response to the Design Review meeting on May 3, 2018

There were two main concerns that the Design Commission brought up during the meeting:

- 1. The location of the building & traffic flow issues. We have addressed those concerns above.
- Pedestrian access to the building from 23<sup>rd</sup> St. and the long west side of the building. The
  challenge for the design team is how to direct foot traffic to the main SE entrance to the building
  and in addition make 23<sup>rd</sup> St. a rich pedestrian experience.

In response we are proposing to extend the canopy structure on the south face of the building out to  $23^{rd}$  street to indicate that this is a pedestrian entrance to the store. Note that we are extending the open structure to the corner but not the roofed area that will be kept over the patio area and main entrance. The structure will support vines (Wisteria) and make the building corner friendly & inviting to pedestrian traffic approaching from the west. We will also add steps & a ramp immediately off of the sidewalk to encourage pedestrians to access the patio area & then travel a short distance to a nearby south facing door to the store. Signage mounted on the upper SW corner of the building will identify the COOP to approaching traffic.

The west side of the building is relatively long at 128' and as a further complication encloses a number of essential back of house working areas of the Store making it difficult to fully fenestrate that wall. However we have added more windows and raised the window head heights to 12' to allow passing pedestrians an almost full view of internal store activities. Adding windows of different sizes will increase architectural detail and provide more variety to the wall. To further activate the wall we will add a 6" metal shroud around six of the smaller windows that permit views into the work areas. The taller windows will be flush with the wall and will be located in meeting & office areas only.

But our principle design response has been to add both decorative and edible plant material along 23<sup>rd</sup>. Street. The mission of the COOP is to provide healthy food choices for the Astoria community. Installing demonstration plantings reinforces that mission while enriching the pedestrian experience as the plantings change with the seasonal changes. We are proposing two enhancements.

- 1. With the addition of more windows we have still found ourselves with a blank wall area adjacent to bathrooms and a walk-in cooler on the inside of the building. To mitigate that blank area we are proposing to install a S.S. cable system along the wall that will support an espalier of (3) different types of fruit trees that will be active and changing through the growing season from spring blossoms through to the fall harvest. The preliminary thought is to provide a red and a green apple tree flanking a pear tree in the center of the installation.
- 2. The building will be located 5' from the sidewalk along 23<sup>rd</sup> St. We propose backfilling the space between the building edge & sidewalk with gravel and then adding 4' wide steel planters intermittingly along the sidewalk edge. The planters will be 1' high and will support a variety of edible plants and herbs throughout the year. Pedestrians will be able to observe the changing gardenscape and sample the edibles as they walk by on their way to & from the store.





# VICINITY MAP

DESIGN REVIEW SUBMITTAL MAY 25TH, 2018

# DESIGN REVIEW MEETING 2

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RESPONSE TO GATEWAY OVERLAY GUIDLINES

#### DESIGN REVIEW MEETING 3

STORE LAYOUT

SOCR PLAN

ARCHITECTURAL ELEVATIONS
ARCHITECTURAL ELEVATIONS
BUILDING SECTIONS
BUILDING SECTIONS
LUNE OF SIGHT DIAGRAMS

VICINITY MAP AND INDEX CIVIL SITE PLAN LANDSCAPE PLAN

DESIGN REVIEW APPLICATION

PROJECT NARRATIVE

PLANS AND GRAPHICS

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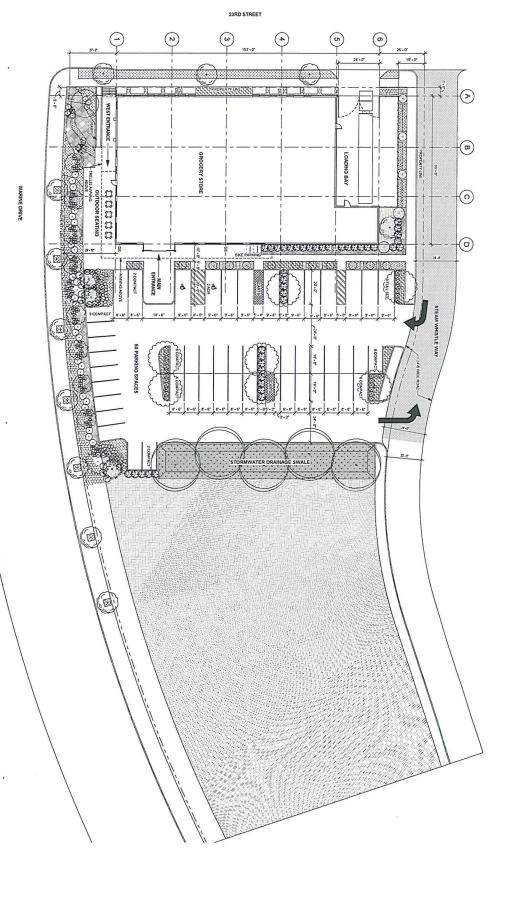
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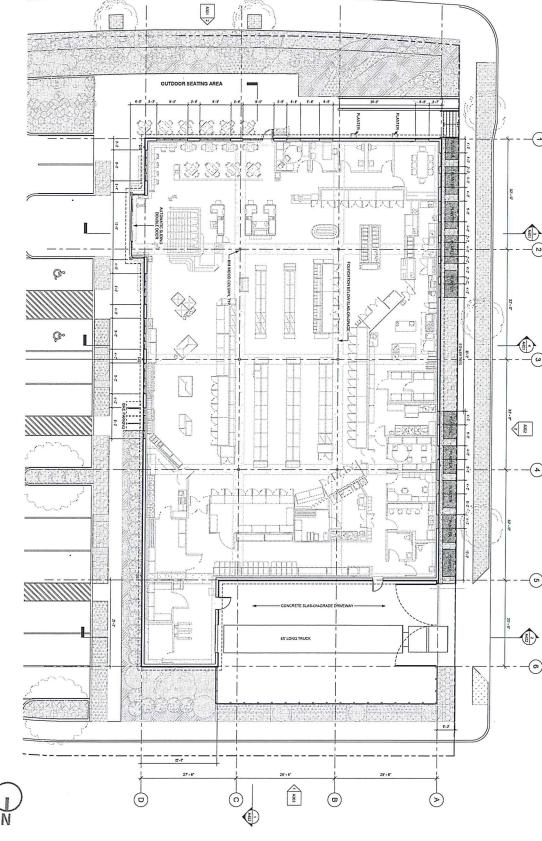
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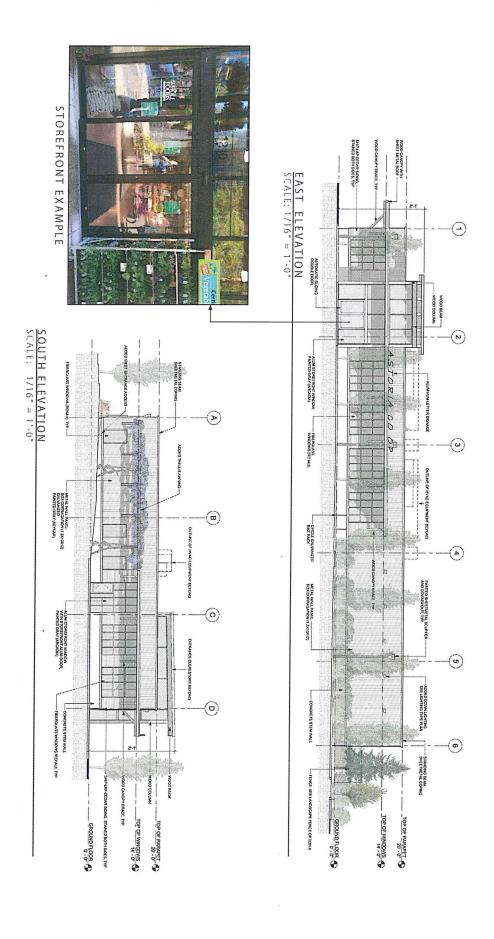
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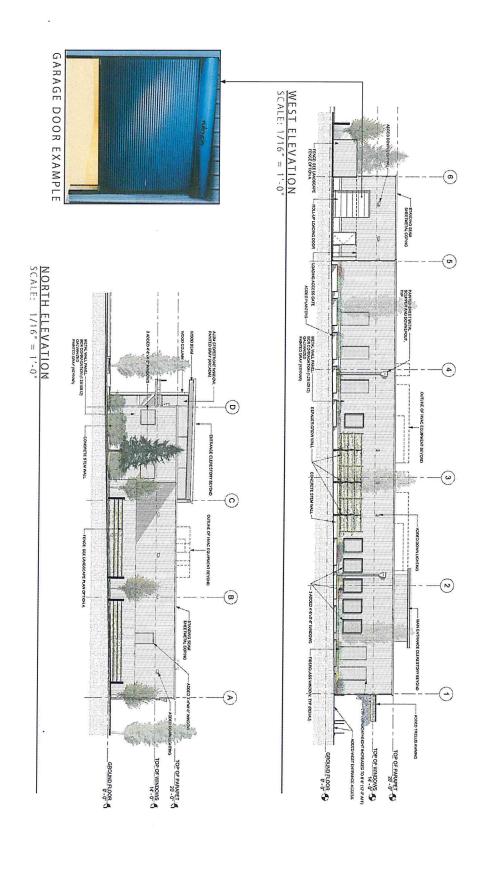
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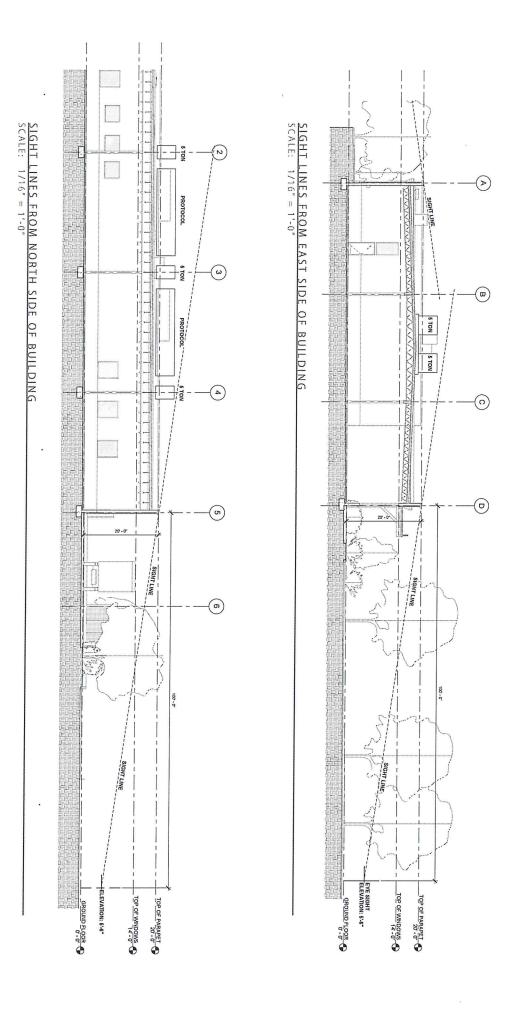


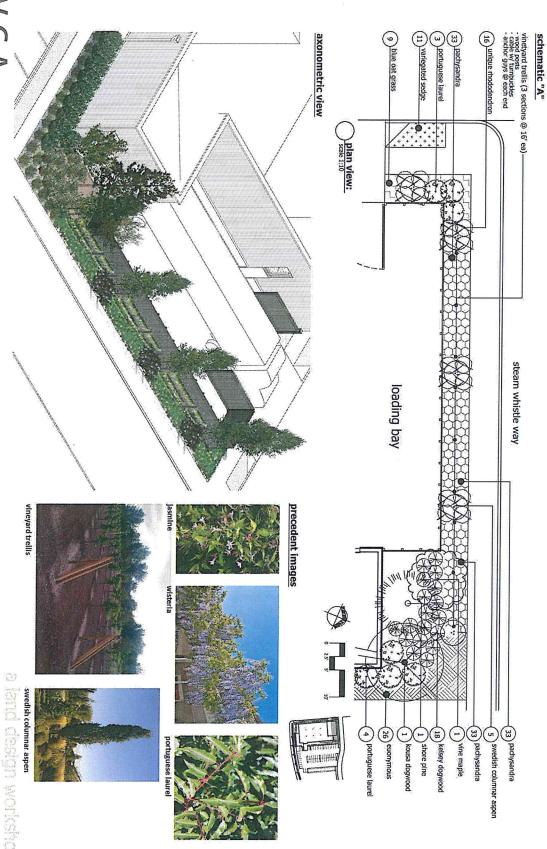






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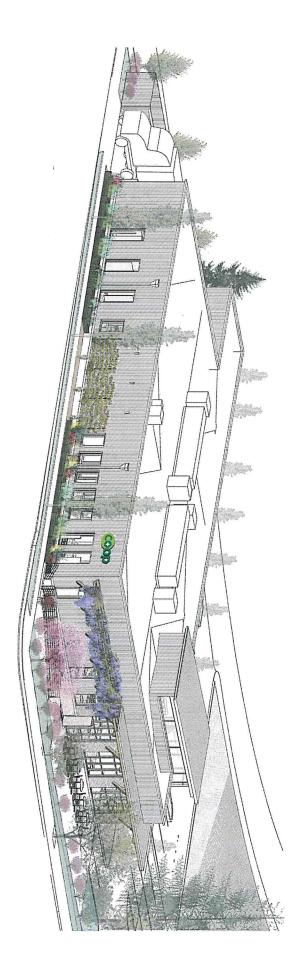




ASTORIA CO OP

DESIGN REVIEW SUBMITTAL

SW CORNER BIRD'S EYE VIEW









LIGHTING TYPE DIAGRAM

LANDSCAPE PLAN 53