

DESIGN REVIEW COMMITTEE

Astoria City Hall

June 7, 2018

CALL TO ORDER:

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

ROLL CALL – ITEM 2:

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

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

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

ELECTIONS OF OFFICERS – ITEM 3:

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

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

APPROVAL OF MINUTES – ITEM 4:

President Rickenbach called for approval of the minutes of the May 3, 2018 meeting. Commissioner Tuter moved to approve the May 3, 2018 minutes as presented; seconded by Commissioner Andrew. Motion passed unanimously.

PUBLIC HEARINGS:

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

ITEM 5(a):

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

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

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

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

President Rickenbach called for a presentation of the Staff report.

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

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

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

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

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

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

President Rickenbach called for testimony in favor of the application.

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

Sarah Jane Bardy arrived at 6:01 pm.

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

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

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

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

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

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

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

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

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

President Rickenbach called for any testimony impartial to the application.

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

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

President Rickenbach called for any testimony opposed to the application.

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

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

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

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

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

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

President Rickenbach called for the Applicant's rebuttal.

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

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

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

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

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

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

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

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

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

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

Commissioner Hensley asked if access on Marine Drive was allowed.

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

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

City Manager Estes explained that Mill Pond was developed as a neighborhood with a development scheme. The intent was to prevent commercial strip development along the area with driveways and parking lots. The idea was to have a more urban face along Marine Drive and the rights-of-way. This plan was set in place back

when the Mill Pond development was established. When there are off streets that provide access, ODOT states that there would not be legal access on to the main highway. The City of Astoria cannot override what the State of Oregon says.

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

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

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

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

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

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

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

Planner Ferber added that the recommendation on the orientation would need to be updated to include justification, depending on which way the DRC votes. She still recommended the lot line adjustment and to keep the glass clear instead of frosted. Dimensions for the siding had been clarified, so that recommendation could be deleted. The recommendation for a grey roof could be deleted if that was okay with the Committee. She made the recommendation on solar panels in case the applicant proposed them. The recommendation on signage was standard. She did not believe the recommendation on noise abatement of the trash enclosure had been

addressed. The HVAC system on the roof had been addressed, so that recommendation could also be deleted. The landscaping plan and future changes must meet Code requirements, which is standard for any project. She just needed the Committee to decide on the orientation and the trash enclosure. The Committee could decide that Staff could approve the trash enclosure or add additional conditions.

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

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

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

President Rickenbach read the rules of appeal into the record.

STATUS REPORTS – ITEM 6:

REPORTS OF OFFICERS/COMMISSIONERS – ITEM 7:

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

PUBLIC COMMENTS – ITEM 8:

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

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

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

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

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

ADJOURNMENT:

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

APPROVED:


City Planner