



AGENDA

HISTORIC LANDMARKS COMMISSION

**March 20, 2018
5:15 p.m.
2nd Floor Council Chambers
1095 Duane Street • Astoria OR 97103**

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a. Pending Receipt of February 21, 2018 Minutes
4. PUBLIC HEARINGS
 - a. New Construction NC 17-06 by Chester Trabucco to construct a 6,832 square foot, single story commercial building at 632 Marine Dr in the S2-A Tourist-oriented Shorelands zone (Continued from February 21, 2018).
5. REPORT OF OFFICERS
6. STAFF UPDATES
7. MISCELLANEOUS
8. PUBLIC COMMENT (Non-Agenda Items)
9. 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
COMMUNITY DEVELOPMENT DEPARTMENT, 503-338-5183.**

HISTORIC LANDMARKS COMMISSION MEETING

City Council Chambers
February 21, 2018

CALL TO ORDER – ITEM 1:

A regular meeting of the Astoria Historic Landmarks Commission (HLC) was held at the above place at the hour of 6:05 pm.

ROLL CALL – ITEM 2:

Commissioners Present: Vice President Michelle Dieffenbach, Commissioners Kevin McHone, Jack Osterberg, and Mac Burns.

Commissioners Excused: President LJ Gunderson and Commissioners Paul Caruana, and Katie Rathmell.

Staff Present: Planner Nancy Ferber. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES – ITEM 3(a):

Vice President Dieffenbach asked if there were any changes to the minutes of January 17, 2018. Commissioner Osterberg noted the following:

- Page 3, Paragraph 5, Line 5 – “Planner Ferber stated she had discussed the Comprehensive Plan policies with the Applicant. The Development Plan is linked to the Comprehensive Plan for all land use action items.” Commissioner Osterberg requested the minutes clearly indicate Staff had made those statements, and not him.
- Page 4, Bullet 3, Line 9 – “He believed this request would be a slam dunk after reading Section 6.080(b)(1) of the ~~Comprehensive Plan~~ **Development Code**.”

Commissioner Burns moved to approve the minutes of January 17, 2018 as corrected; seconded by Commissioner Osterberg. Motion passed unanimously.

PUBLIC HEARINGS:

Vice President Dieffenbach explained the procedures governing the conduct of public hearings to the audience and advised that the substantive review criteria were listed in the Staff report.

ITEM 4(a):

NC17-06 New Construction NC17-06 by Chester Trabucco to construct a 6,832 square foot, single story commercial building at 632 Marine Drive in the S2-A Tourist-oriented Shorelands Zone.

Vice President Dieffenbach asked if anyone objected to the jurisdiction of the HLC to hear this matter at this time. There were no objections. Vice President Dieffenbach asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare.

Commissioner Burns declared that he knew Mr. Trabucco, but had not discussed this request with him. He did not believe his impartiality would be impacted.

Vice President Dieffenbach declared she had discussed other projects on the site with Mr. Trabucco, but had not discussed this project. Additionally, Mr. Trabucco had not approached her company about doing any work on the project.

Vice President Dieffenbach requested a presentation of the Staff report.

Planner Ferber presented the Staff report via PowerPoint. Additional supporting materials recently submitted by the Applicant were available at the dais and on the side table. Staff could not make a recommendation until

more information was received from the Applicant. The information needed was highlighted red in the Staff report. No correspondence has been received.

Commissioner McHone confirmed with Staff that the building would be 96-feet by 74-feet, which was noted on the site plan in the supplemental materials.

Commissioner Osterberg asked if the proposed use would be considered a tourist-oriented use. He understood that this Conditional Use Permit would allow a use that was not tourist-oriented. However, Criterion C on Page 9 of the Staff report used the term tourist-oriented. He wanted to know if Condition of Approval 3 on Page 12 of the Staff report would address Staff's concerns about meeting that criterion. Planner Ferber explained that the public hearing before the Planning Commission included testimony that some of the facility's patients were tourists who needed medical services while visiting Astoria. This testimony and all of the other criteria for a Conditional Use Permit led to the Planning Commission's decision to approve the use. Condition 3 was added to the Staff report because the use of the building had some design elements that are specific to the services being provided in the building. If the use of the building were to change, so could the aesthetics of the building.

Commissioner Osterberg understood the Staff report clearly indicated the potential for future issues, should the use of the building or its tenants ever change.

Vice President Dieffenbach opened public testimony for the hearing and asked for the Applicant's presentation.

Chester Trabucco, 19823 83rd Place W, Edmonds, WA, said he had been living in Astoria for about 85 percent of the time for the last three years while working on the Astoria Riverwalk Inn. He thanked Staff for preparing the report. He and Staff did not agree on every element of the Staff report, but Planner Ferber had put a lot of work into this and other projects. He thanked the HLC for taking the time to review his request. He was happy to address the issues that had been identified. His concerns were as follows:

- Page 4 of the Staff report states the Fisher Brothers building had windows with a four-over-two configuration. However, most of the windows were actually four-over-one wood framed windows. One or two windows were a three-over-one configuration. He helped develop that building in 2006, when the building only had three small windows on the top floor. On the side facing the Riverwalk, the area between the ground floor door and the railroad was water, so the ADA ramp was added later. He wanted to make sure his project could borrow from the building rather than cloning the building by recreating all of the changes made to it over the last 10 or 12 years.
- He was building to suit the tenant, who specified the 97-foot by 74-foot building. This actually totals outside dimensions of 7,178 square feet, which is slightly larger than the Staff report indicated.
- He had submitted two proposals for windows. The first proposal was for aluminum windows. After further discussion, the wood clad windows were proposed. The windows on the No. 10 6th Street building were aluminum. When this building was built in 1903, it had no windows at all. The cornice returns were added later as well. So, the windows and cornice returns were not germane to the building.
- This proposal is for a 16 plus 1 catalogue plan by Fresenius Kidney Center. Fresenius has 2,300 of these facilities around the country and they use this boilerplate plan so their team knows exactly what they are getting into. The plan has some variations, but most of them do not involve much architectural detail. It is his job to figure out how to add design elements.
- He took two steps to ensure this public hearing would be productive and collaborative. First, he worked with former Community Development Director Cronin on the building's design. He presented the Commission with a copy of the first design he had submitted to Staff. He and Staff agreed that concrete and ship lap siding should be added to make the design more compatible with the Fisher Brothers and No. 10 6th Street buildings. The agenda packet proposed the use of Hardi Plank siding with the same reveal as the siding on the 6th Street building. He had also thrown out the idea of cornice returns, but Staff believed that would compromise history. He proposed three-over-one windows with wood trim. He could also use a colored anodized aluminum. He did not believe it would be appropriate to build a building that looked like it was built in 1903 because that would not be honest to Astoria's history. He wanted to build a building that was compatible to the city's history by incorporating elements from other historic buildings in the area.
- The Staff report references height, mass, and pedestrian orientation several times. Fisher Brothers is a 50-foot by 100-foot two story building, which totals 140,000 cubic feet of space. His building would be a 97-feet by 74-feet one story building, which totals 145,000 cubic feet of space. While his building would not be the same height as the Fisher Brothers building, it would still have the same massing. Therefore, he did not

believe the building's mass would be an issue. This building would provide important functions to the community. In fact, he believed the building would be too short and not massive enough.

- The Staff report indicates there are five tax lots under four different ownerships. There are really only two owners; Cory Bechtolt and his family own the south side of the parking lot, which is 95-feet by 100-feet, and No 10 Sixth Street, Ltd. owned a 100-foot by 100-foot lot. He showed the exact location of each lot on the map displayed on the screen.
- The Staff report also stated there are eight spaces that need to be identified and marked for the 1998 agreement. He did not believe that was an issue the HLC would review. He pointed out the eight public spots on the map displayed on the screen.
- There was a concern about the roof line. He understood the HLC's purview was to review elements that could be seen. The parapet would be 20-feet 4-inches high. The roof line would be below that at about 14 feet. The parapet would hide the heating, ventilation, and air conditioning (HVAC) equipment on the roof.
- He planned to use three-over-one windows, which are the same height as and compatible with the windows on the Fisher Brothers building. John Goodenberger had indicated the windows should be taller. The windows would be trimmed in wood with an architectural detail at the top of the frame, similar to the seafood center.
- He referred to Page 7 of the Staff report, which indicated the low profile and small scale of the building would be appropriate as an infill development project in a high-density zone or surrounded by similarly sized buildings. The surrounding buildings triggering review have massing appropriate for the waterfront. He had addressed the issue of massing from a volume standpoint. He did not believe the scale should be a concern, especially considering the building would be a block from the historic property.
 - If this project did not go forward, the property owners would likely sell the lot, leaving him with 10,000 square feet which would no longer be adjacent to a historic property because the parking lot would no longer be contiguous to the Fisher Brothers building. A much smaller building would have to be built.
 - His project would retain the character of the working waterfront and would incorporate contemporary uses. The proposed building would not include any scale or sizing design elements beyond what is applicable specifically for the use by a professional services office. The use would be beyond a professional services office; it would be a medical center. Some of the patients are in late-stage renal failure. Those patients have no interest in being seen more than necessary. The portico on the south side would be used as a patient drop off area for people who have a difficult time getting into the building.
 - The design was borrowed from the cancer center. The same wood wrap would be used on the columns and a metal band would extend around the patient drop off area. The concrete would add massing. The facility has a 15-year lease with two 10-year options. However, it is possible to build the facility in such a way that the portico could be easily moved to another side of the building.
 - The 6th Street bridge project required a nine-foot setback, which would impact deliveries. New construction over 5,000 square feet is required to have a loading zone that can accommodate a 53-foot semi-truck. The loading zone proposed could easily become a pedestrian seating or gathering area for other uses compatible with the Riverwalk. There are also several large mature maple trees and a bank that separate the building site from the Riverwalk.
 - While the building would not be pedestrian oriented, it would be pedestrian friendly to walk through. The exterior would be lit up at night for pedestrians that walk through the lot. The lot would also have much more landscaping. The lot has not had any greenery since 1954, when the lot was a beach.
 - The stability of the fill impacted the placement of the building and loading zone on the lot.
- His team considered a total of eight design schemes and the eighth scheme, currently being proposed, was the one that worked for Fresenius. He believed the scheme set up the lot nicely for a pedestrian oriented building.
- During the Planning Commission hearing, there was discussion about the fact that no other proposals for a tourist-oriented, non-franchise building in the downtown core had been submitted to the City. Waiting for that perfect tourist-oriented retail facility would be tough on developers from an economic standpoint.
- He believed the Staff report's statement that "Article 6 does not maintain style and scale requirements beyond general compatibility" was subjective. His project met the Code requirements and the Applicants have done everything possible to use materials and borrow elements from historic lighting on the poles. The landscaping would be indigenous and native.

- The Staff report mentions the single-story building would be out of character with the large parking lot. He owns one piece of the lot and has a purchase and sale agreement for the second piece of the lot. He could not guarantee that the lot would be developed for another use if this project did not go forward.
- In 1995, he leased the back side of the gas station and only needed 16 spots to meet the Code for the restaurant and Clatsop Behavioral Health Care. There were 115 parking spots and a lot of in and out traffic. This new building would only have 24 parking spots plus eight public parking spots.
 - As an afterthought, he signed a right of first refusal in case the gas station was ever sold. The gas station went up for sale a year later and a purchase and sale agreement offer was made by Kentucky Fried Chicken. Kentucky Fried Chicken would be located on that spot if had not exercised the right of first of refusal. Now, he was trying to do something that made economic sense.
 - There have been three financial institutions interested in building a bank with a drive through.
- The proposed detailing is compatible in design with the former style of the buildings located near the site. The Staff report states those buildings no longer exist. There are many buildings on the water front that have or did have ship lap siding.
 - Page 9 of the Staff report refers to the rules that apply to the tourist-oriented portions of functions of the north side streets. He believed those considerations went away when the Conditional Use Permit was granted for the medical center. The center cannot show off their patients. The patients want to get in and out, and there would not be any tourists wandering through the facility.
 - The same applied to the Finding on Page 10 of the Staff report, which stated “since the use of the building does not require or take advantage of the river front location, a more appropriate location would be at the south west corner of the site.” One of the problems with locating the building on that portion of the lot was the noise. The patients want as much privacy as possible and the best way to do that is to keep them away from Marine Drive, create a patient drop off, and avoid facing the riverfront.
- He did not see the connection the with Staff report’s statement that, “with the access to the building located off Marine Drive accentuated by a portico awning, the design is not in congruence with the Comprehensive Plan.”
- If the proposed design had more elements of an industrial style building that are common along the waterfront, the proposal would be more indicative of Astoria’s historical heritage. This architecture should be evolutionary because it is new construction. The word compatibility is necessarily vague, but other jurisdictions across the country consistently refrained from suggesting buildings should be cloned. People should be able to tell which era buildings were built in and that this is a modern building.
- The supplemental materials included several photographs of one-story buildings along the waterfront which were not massive. He believed the proposed siding and architectural appeal was greater that what was shown in the photographs. Even the No. 1 6th Street building was a single-story building over an entire block made of ship lap siding. Measuring
- From the grade to the peak of the rooves, those buildings are not higher than 21 feet.
 - These buildings are examples that the massing has been achieved and respects the working waterfront. The proposed building would not be tiny. If he tried to make the building higher, someone would complaint it was too high. He did not believe the height and massing was the HLCs purview.
- He had done a few projects in the area and made things look nicer than they were when he started. He believed his project would help the Fisher Brothers building stand out because it would remain taller and have stature over the medical facility. That would make his building compatible.
- The Fisher Brothers building had covered awnings with lights on the sides. He assumed the proposed building would have Hardi Plank with a can light under the awnings or he could do stained tongue and groove boards like the underside of the patient drop off area at the cancer center.

Commissioner Burns asked if Mr. Trabucco owned the pilings and if they could be developed.

Mr. Trabucco said he was grandfathered on the taller pilings to the west. In 2007, the cost of delivering a piling field and concrete deck was about \$125 per foot. Now, the cost is about \$300 per foot. The No. 10 building was about 15,000 square feet and would cost about \$4.5 million. Therefore, he would probably wait a long time before doing anything with it. He attended many visioning meetings and there were many concerns about building over the water. He suggested waiting until a proposal had been made and then evaluate the proposal.

Commissioner Burns asked who owned the upper right quadrant of the lot.

Mr. Trabucco said he did at one time. In order to make parking available for Craft3, he sold the property to Starlight LLC. Then Starlight sold half of it to Joe Barnes for parking.

Commissioner Burns asked if Mr. Trabucco had considered moving the building to the south of the property by flipping its configuration so the entrance would be on the north side.

Mr. Trabucco said he started with that configuration, but the architect at Fresenius could not work out the loading zone and parking. The property has to accommodate an ambulance in an emergency and that orientation did not work.

Commissioner Burns asked if the loading zone would allow a truck to drive all the way behind the building and continue on to the next property.

Mr. Trabucco said no, the trucks would pull in and back out. Many trucks go into the card lock system across the street. He went through five iterations of how the trucks would go in and out.

Commissioner Burns asked how different the proposed design was from the company's 5,000 other facilities.

Mr. Trabucco stated the design was out of their catalogue. A complete set of rolled up drawings was ready for this facility. He confirmed the buildings in Walla Walla, Portland, and Vancouver looked exactly the same. There are 2,300 in the country.

Commissioner Osterberg said when he visited the site, he saw a wooden pedestrian walkway bridge that crossed over a gully and connected the Riverwalk to the property. He asked Mr. Trabucco to locate that on the site plan. He confirmed it was located in the middle of the site.

Mr. Trabucco said the bridge could be moved. He believed the loading zone would also be used by staff as a seating area when not being used for deliveries.

Commissioner Osterberg said the bridge was in good condition and was open for people to use. He asked if Mr. Trabucco's site plan could accommodate a pedestrian connection to the bridge or the walkway on the north side of the building.

Mr. Trabucco said he would have to collaborate with the other property owner. He did not believe the bridge should be removed because people use it. His site would be landscaped and the bollards would be lighted at night. So, the area would be much safer for people than it is now.

Commissioner Osterberg asked if Mr. Trabucco would be willing to develop a connection to the bridge from his lot. This is encouraged and required by the Comprehensive Plan.

Mr. Trabucco said if the bridge is in the wrong place, it should be moved so it is accessible.

Vice President Dieffenbach clarified that Commissioner Osterberg was asking if a connection could be made from Mr. Trabucco's property to the bridge.

Mr. Trabucco said people could use the bridge now. The area between the staff entrance and the bridge is currently undefined space paved with asphalt, which would allow staff and patients to walk straight across to the Riverwalk.

Commissioner Osterberg said the site was very detailed and showed landscaping and parking, yet the one area was open and undefined. He believed Mr. Trabucco should have a specific proposal for that area. The criteria and plan policies ask several questions about the site, including pedestrian access.

Mr. Trabucco said he would take suggestions. The area was being used as a staging area for the bridge repair project. A future landscaping plan could be added as a condition of approval. He would like to see a small gathering spot. However, the tenant says that the proposed landscaping, light bollards, historic lighting, and architectural elements were beyond what they normally do.

Commissioner Burns asked if the proposed building was identical to one of the Applicant's buildings in Portland.

Mr. Trabucco said the square footage would be the same, 97 feet by 74 feet. The exterior would be different. None of the other facilities have ship lap siding.

Vice President Dieffenbach confirmed that concrete would be placed around the base of the building under the siding.

Mr. Trabucco said he was still taking suggestions about the look of the concrete. He liked what was done on the cancer center.

Commissioner Osterberg confirmed the pedestrian walkway that runs along the loading zone and close to the north side of the building would connect with the 6th Avenue sidewalk. He asked how a pedestrian would walk from the private walkway to the public sidewalk without entering oncoming traffic.

Mr. Trabucco indicated on the screen how the two sidewalks connected.

Vice President Dieffenbach called for any presentations by persons in favor of the application.

Joe Barnes, 174 Flavel Street, Astoria, said he owned the Fisher Brothers building. When Mr. Trabucco came to him with this idea, he was ecstatic. Currently, there is a homeless camp and Craft3 is always having trouble with the recreational vehicles, tents, and campers. The Fisher Brothers building has condominiums on the top floor. He has done development his entire life and has never had a city tell him to build a building bigger or taller. He believed Mr. Trabucco had done a good job on the look of the building, had a passion for the community, and had done some great projects in town. The way the building would sit would be great. He believed Mr. Trabucco put a lot of thought into the project. The city would have a fast food restaurant on that corner if it were not for Mr. Trabucco. Another good-sized building on the waterfront would be welcomed and a one-story building would be great. There is not enough parking to accommodate a two-story building with condominiums on the top floor. He was in favor of the project and wanted to move the homeless somewhere else. Fresenius is a great dialysis center. The City might not want to put this facility on the waterfront, but this is Astoria and there are not many places to put buildings of this size. He believed the facility would be a great fit for the community.

Pete Gimre, 89322 Highway 202, Olney, said he owned Gimre Shoes so had an interest in what happened in Astoria. He served on the Planning Commission several years ago and developments always spurred interest. This is good development. The lot has been a parking lot for 50 years and could have been developed as a fast food restaurant. The lot has served no purpose since No. 10 6th Street has been gone. He could not imagine anyone in Astoria objecting to a dialysis treatment center. He was not sure anything would be compatible with the Riverwalk other than a hotel. He was in favor of the proposal and hoped the HLC was too.

Vice President Dieffenbach called for any testimony by persons impartial to or against the application. Seeing none, she called for closing remarks of Staff.

Planner Ferber said massing was not the volume or density of the building, but the scale of the building at the site. The Fisher Brothers building uses the entire lot and their parking is located on the adjacent lot. Staff's concern with the massing of the proposed building is due to the requirement for a lot of parking, which puts the building out of scale with the site, particularly because the building triggering the review is built to capacity. Massing is the building's relation to the site it would be located on, not that the building is smaller or larger than other buildings. The City is flexible with massing at this site. There is no floor area ratio requirement like there are in other design overlay zones. Staff did not recommend building a higher building, but believed the site should be filled in a way that prevented the building from looking out of place. No mathematical calculations for volume were used to determine massing. Staff worked on several parking configurations at the site. The Fisher Brothers building had parking in the lot currently used for Buoy Beer parking. Staff is still working on updating parking easements and lease agreements that tie into uses at the No. 10 6th Street site. One of the conditions of approval for that conditional use permit was dissolving some of the grandfathered uses because this proposal would use up some of the parking area. She needed to know where the roof would meet the parapet and confirmed that had been clarified. Staff had suggested reorienting the building on the site to maintain the

patients' privacy, allow ease of access, and prevent the patient drop off area from looking like a drive through. She believed there was flexibility in utilizing the site for pedestrian connectivity. The issue with the loading zone was due to the need for Public Works to access the north-west corner during the bridge repair project. The City only required 10 percent of the lot to be landscaped and the Applicant had done a great job of improving the vacant lot. The lighting feature would help with pedestrian access. There was testimony that no tourist-oriented uses had been proposed for this site. The new construction permit does not consider the use. So, approving any use just to get something in there would not be a good argument. Article 6 of the Development Code considers the aesthetics and compatibility, which is very subjective. The site is unique because it is on the waterfront and the site-specific criteria considers how the use ties into the cultural heritage of the industrial working waterfront, not just the look of the building. Details about the windows had been clarified and she would update the Staff report with the correct details about the windows on the Fisher Brothers building. Creating a connection to the pedestrian bridge would be a great way to improve pedestrian connectivity. However, an access agreement would be necessary to locate a structure on a different property.

Commissioner Burns asked if pedestrian connectivity was required along both the Riverwalk and Marine Drive. Planner Ferber explained there was just a general requirement in the S2-A zone, which captures uses primarily in the waterfront area. However, the requirement does not mandate access specifically from any particular frontage. An easement could be added as a condition of approval if a connection to the bridge were required. However, she recommended getting a property owner's approval first.

Vice President Dieffenbach closed the public testimony portion of the hearing and called for Commission discussion and deliberation.

Commissioner McHone said the site is a gateway to the historic downtown area, so he had a lot of interest in how the project would present itself. The landscaping would help a lot, especially between the building and Marine Drive. He was unsure about placing the parking lot on the corner of the lot. However, after considering how the Applicant analyzed the use of the property and their approved permit from the Planning Commission, his concern had been alleviated. He believed the Applicant had done a lot to mitigate the way the property would look as drivers entered downtown. The north-east corner of the lot could still be developed.

Commissioner Osterberg said he had compared the proposed building to the Fisher Brothers building. His primary concern was the way pedestrian connectivity and access was impacted by the building's orientation to the waterfront. The Fisher Brothers building provides pedestrian access at two locations along 7th Street and a central access point at the north-west corner. He hoped the proposed building could provide similar access, but that might not be possible because of the easement on the north edge of the site. The only way to provide direct access to the Riverwalk would be to flip the entire site plan. The Staff report supported many of the proposed design details of the building, landscaping, and lighting. He agreed those elements of the proposal adequately met the criteria. The proposed height of the building is only 7 ½ feet shorter than the maximum height allowed in the zone, so the site could not accommodate a building of substantial height. The word "massing" is not used in the approval criteria, but the word "scale" is used, which can be similar to massing. He agreed with Staff on their considerations of scale and overall compatibility. However, he also agreed with the Applicant that total number of cubic feet proposed was similar to the Fisher Brothers building. Historic compatibility does not mean copying another building or replicating portions or design features of a particular building. The design should be mindful, respectful, and honor the design characteristics of the historic district or adjacent buildings. Staff has never suggested a building be copied. He wanted to hear from the other Commissioners on the location of the building on the site, as he did not have an opinion. Pedestrian access is a small but important aspect of the project. He believed it would be appropriate to require a connection to the bridge at the north-east corner of the site. The Comprehensive Plan requires that public access to the waterfront be provided where ever feasible and that existing access be protected. However, the public sidewalks already provide access to the waterfront on 6th and 7th Streets. This access would be impacted somewhat by the loading zone, but would not be closed off. Pedestrians could also walk through the site.

Commissioner Burns believed adequate pedestrian access had been proposed. He also liked the idea of providing access to the bridge. He was excited to see the proposal for a development on this lot and was glad the building would not be a recreation of the former building. The No. 10 6th Street building did not seem out of place and he was comfortable with a building that had a scale different from the Fisher Brothers building. He originally wanted to discuss flipping the orientation of the building on the site, but now understood the Applicants

did not have use of the entire lot. He agreed the proposed configuration was necessary. If the use of the building changed in the future, the portico could be removed. He approved of the project.

Vice President Dieffenbach said with regard to the massing and scale, she believed the building would be complimentary to the area and the Fisher Brothers building. From Marine Drive, it is noticeable that the town is building up along one side and the scale of the buildings gradually decrease to an area with low profile buildings and parking lots. This building would be a transition between those two areas, which she believed worked well. The location of the building on the lot makes sense considering the use of the building. Her biggest concern was that the building did not seem to have a back side. The loading zone and dumpsters would be on the north side of the building, which is also the front of the Riverwalk. Even though there were trees along that edge, she was concerned that the building's back side would face the river. There are no windows or access on that side of the building. She could see the area becoming a place where homeless people would hang out because it was secluded, they would be protected by the alley, and have access to the garbage container. She understood the layout was due to the function of the building, but it was odd to see windows on elevation three feet from a property line that may in the future have a building built up against that property line. Yet, on the elevation that looks out at the river 40 or 50 feet away, there are no windows. The site is unique because of its access to the river and that should be addressed just as much as the Marine Drive area. She recommended the back side of the building be redesigned so it is more pedestrian friendly, so the loading zone and trash enclosure were concealed more, and so light could get into the area.

Commissioners McHone and Burns agreed.

Vice President Dieffenbach re-opened the public hearing and asked the Applicant to respond to the Commission's concerns about the side of the building that faced the river.

Mr. Trabucco said he would add windows if he were designing the building. He had considered adding framing for future windows, but he would have to look at the floor plan to determine if that could be done. Faux windows could be installed along the storage areas in that part of the building.

Vice President Dieffenbach suggested a break in the elevation with some relief instead of a solid wall.

Mr. Trabucco said he submitted photographs of buildings along the waterfront that all had solid concrete walls facing the Riverwalk.

Vice President Dieffenbach said those buildings had windows, openings, and bump-outs.

Mr. Trabucco agreed he put windows on the river facing side of the building. This is an expensive project, but Fresenius is able to do a quality project. The pedestrian bridge makes sense and there are several ways to connect to it from the parking lot. The lease allows the site to be operating 24 hours a day, 7 days a week. So, that could alleviate issues with people hanging out on the back side of the building. He agreed to put windows where ever necessary.

Karen Neimi, 909 Florence, Astoria, said she was one of the architects on the project. As soon as the bridge improvement project is over, the blank spaces on the east and north sides could be landscaped or have outdoor seating to soften the elevation. The north side of the site could be a pedestrian promenade.

Mr. Trabucco said he wanted to create a better pedestrian experience.

Vice President Dieffenbach said the north side of the building would not receive any sun and no one would have a reason to hang out there. It was more important to ensure that side did not look like the back of building.

Mr. Trabucco agreed to put windows on the back.

Vice President Dieffenbach said he needed to do more than windows. Light levels should be kept up and the garbage enclosure should be concealed.

Mr. Trabucco believed the garbage area of a kidney dialysis center would not look as bad as most.

Vice President Dieffenbach noted this could change if a different tenant moved into the building. The function of that area should be kept private and the north side of the building should address the river.

Mr. Trabucco said Baked Alaska's trash enclosure is at the front of their building. He asked what the HLC would agree to. He did not want to slow down the project.

Vice President Dieffenbach called for a recess at 7:55 pm. The Historic Landmarks Meeting reconvened at 7:57 pm.

Vice President Dieffenbach said adding windows or something to break up the surface on the north side of the building would help. However, she believed that would not be enough. The entire site plan and building should be considered. The area between the truck parking and river bank cannot be developed yet, but she wanted to know what the Applicant planned to do with that area after the bridge project was complete. The door could be made to look more welcoming and other things could be done.

Planner Ferber said a redevelopment of the entire façade would need to be reviewed by the HLC. She understood that Vice President Dieffenbach wanted more than just ornamental details that would fit in with the floor plan.

Commissioner Osterberg agreed that a proposal for the north side of the building should also include plans for the 10-foot area on the north property line and the 13-foot area on the east property line.

Planner Ferber confirmed this was within the HLC's purview if they believed those areas were applicable to pedestrian access and landscaping.

Commissioner Osterberg did not want to take action on a proposal with blank areas on the site plan where no development had been proposed.

Ms. Niemi showed graphics of the southern elevation, the main entrance, portico, the north elevation, door, and trash enclosures. She indicated where canopies and windows could be installed. Water treatment facilities should not be exposed because they are a biohazard. Most of the windows could be three-over-one and one of the windows could be six-over-two.

Vice President Dieffenbach said that would significantly alter the building.

Mr. Trabucco suggested a mural on the back wall. Vice President Dieffenbach stated that would not address the river.

Planner Ferber confirmed she had a copy of the graphics just shown by Ms. Niemi.

Mr. Trabucco said he needed to move forward on this project quickly. He asked the HLC to trust that the Applicants would complete the project as requested, noting that the HLC had already seen what the windows and landscaping would look like. The criteria do not require that every square inch of the lot be addressed in relationship to the historic district. This project will be a huge improvement to the historic district. The Fisher Brothers building is a zero lot line building with no landscaping at all. He did not want to delay the project another two months after taking so long to work through the site plan issues. Everyone has different ideas, but everyone wants to see a building Astoria can be proud of. He could accomplish that by telling the architects what the HLC wants. Originally, the project was not subject to an HLC review because of where the building would be located on the lot. However, the HLC now has to review the project since the parking lot would abut Fisher Brothers property. Landscaping, building orientation, and the loading zone were addressed and approved at the Planning Commission hearing. He asked for clear direction from the HLC about how to move forward. He also asked what the timeline would be if he had to come back to the HLC for another review.

Planner Ferber said Staff has 30 days to review an application, so the Planning Commission hearing for this application could have been delayed until March. She was pushing this application through as quickly as possible with very little staffing. Addressing the north elevation, landscaping, and pedestrian access to the

bridge would be easy to capture in an addendum to this application, but she could not write that addendum on the spot. She recommended the HLC continue the hearing to the next meeting on March 20, 2018.

Vice President Dieffenbach closed the public hearing.

Commissioner Burns noted that three Commissioners were not present and he did not want a continuance to result in a repeat of the same conversation had during this meeting.

Planner Ferber confirmed that only the areas of concern could be discussed at the next meeting. She noted she would confirm if the absent Commissioners could vote at the next meeting.

Commissioner Burns confirmed the Commission did not have any concerns on the placement of the building on the lot, the portico, style, scale, height, and materials.

Vice President Dieffenbach asked if the application could be approved with conditions and have the conditions brought back to the HLC for further review. Planner Ferber explained that Findings of Fact needed to be adopted and she could not complete those findings on the spot. There was no way to avoid a continuance because so many details were missing for the north elevation. She needed to address the Comprehensive Plan. The HLC can indicate specifically what needs to be addressed by the continuance and that they approved of everything else.

The Commission and Staff discussed what language to use in their motion for a continuance, which needed to clearly indicate what had been approved and what still needed review.

Vice President Dieffenbach re-opened the public hearing and asked the Applicant if they approved of the time frame for a continuance.

Mr. Trabucco believed the HLC had deliberated on this project enough to decide on a condition requiring the Applicant to work with Staff on creating an appropriate back side façade. He disagreed with Staff that the report had too many gaps.

Commissioner Burns explained the Findings of Fact had to be rewritten from Page 7 to 12. Vice President Dieffenbach confirmed that Planner Ferber could not rewrite that much of the Staff report immediately because the changes are extensive.

Mr. Trabucco said under the circumstances, it would be acceptable for the HLC to continue the hearing with some aspects of the project approved.

Vice President Dieffenbach closed the public hearing.

Planner Ferber asked for direction on which issues had been addressed by the Applicant and what criteria had been met. The Commission requested the following changes to the Staff report:

- Page 7, Paragraph 3, Line 1 – ~~“The low profile and small scale of the building would be~~ *is* ~~appropriate if it was an infill development project in a high density zone or surrounded by similarly sized buildings.”~~ [2:13:00]
 - Page 8, Paragraph 1 – ~~“The single story building is out of scale on the large parking lot, and out of congruence with the character of the working waterfront. The size of the window, doors and belly band along the building are in scale with the building, however the building itself does not take advantage of the working waterfront, and is automobile oriented, with a drive through area for patient drop-off as a main design feature.”~~
 - Page 8, Paragraph 2 – ~~“This portion of the criteria has not been met.”~~
 - Page 8, Paragraph 3 – ~~“The height is in compliance with the required zoning criteria, but the height of the building is out of scale with the adjacent structure.”~~
- Page 10, Paragraph 2, Line 12 – ~~“Since the use of the building does not require or take advantage of the riverfront location, a more appropriate location would be at the southwest corner of the site, where it would access Marine Drive with an attractive façade and landscaping. The HLC could consider requiring relocation to the southwest corner of the site, with the parking/loading and dumpster locations behind the building.”~~

- Page 11, Paragraph 1 – “Downtown waterfront is encouraged. With the access to the building located off Marine Drive, and accentuated by a drive-up portico type awning, the design is not in ~~congruence~~ **conflict** with the Comprehensive Plan goals for the area, **which encourages preservation of Astoria’s historic buildings.**”
- Page 11, Paragraph 6, Line 4 – “The proposed design does not provide any public access to the waterfront nor add to the aesthetic of this portion of the waterfront. The aesthetic of the building is not fully well enough defined in the proposal to align with this section of the Comprehensive Plan. Additional design elements that reflect the industrial nature of the working waterfront shall be incorporated to meet this Comprehensive Plan policy.” This would be reworded pending north elevation design improvements.
- Page 12 – Add conditions of approval requiring the applicant to install windows on the north side of the building and address the site plan

Planner Ferber confirmed the Conditions of Approval would be rewritten and approved at the next meeting.

Mr. Trabucco asked if the Commissioners absent from this meeting would be allowed to vote on this application at the next meeting.

Vice President Dieffenbach believed those Commissioners would have to recuse themselves. Planner Ferber noted that those Commissioners could likely vote if they read the minutes of this meeting first.

Mr. Trabucco said he wanted to leave this meeting with the ability to tell his client they could move forward on everything except a few issues.

Vice President Dieffenbach confirmed the Commission was trying to achieve that as well.

Commissioner Osterberg believed that the currently absent Commissioners could vote at the next meeting on the discussion points that would be reviewed at that meeting.

Mr. Trabucco confirmed he understood.

Commissioner Burns moved that the Historic Landmarks Commission (HLC) continue the public hearing on New Construction NC17-06 by Chester Trabucco to March 20, 2018 at 5:15 pm in City Hall Council Chambers, to discuss the north façade of the building and north portion of the property, with the changes to the Staff report as identified above; seconded by Commissioner Osterberg. Motion passed unanimously.

REPORTS OF OFFICERS/COMMISSIONERS – ITEM 5:

There were none.

STAFF UPDATES – ITEM 6:

Planner Ferber noted the April HLC meeting could be rescheduled to accommodate a joint meeting with the Design Review Committee.

MISCELLANEOUS – ITEM 7:

There were none.

PUBLIC COMMENTS – ITEM 8:

There were none.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:30 pm.

APPROVED:

City Planner

STAFF REPORT AND FINDINGS OF FACT

~~February 14, 2018~~ March 13, 2018

TO: HISTORIC LANDMARKS COMMISSION

FROM: NANCY FERBER, PLANNER *Nancy Ferber*

SUBJECT: NEW CONSTRUCTION REQUEST (NC17-06) BY CHESTER TRABUCCO TO CONSTRUCT A 6,832 SQUARE FOOT SINGLE STORY COMMERCIAL BUILDING AT 632 MARINE DRIVE IN THE S-2A (TOURIST ORIENTED SHORELANDS) ZONE

I. BACKGROUND SUMMARY

- A. Applicant: Chester Trabucco
19823 83rd Pl.
W. Edmonds, WA 98026
- B. Owners: No 10 Sixth Street Ltd
990 Astor St
Astoria, OR 97103-4201

Etu Inc
Cory E Bechtolt
PO Box 989
Astoria, OR 97103-0989
- C. Location: 623 Marine Drive; Map T8N-R9W Section 8CB, Tax Lot 1000, 1300, 1400 ; Lots 1, 2, 5, 6, 7, 8 ; Block 6, McClures
- D. Zone: S-2A Tourist-oriented Shorelands Zone
- E. Lot Size: Proposed combined lot size after purchase approximately 28,000 square feet. Proposed development is 97' x 74' (7,200 square feet)
- F. Request: To construct a new professional services building, adjacent to a historic structure



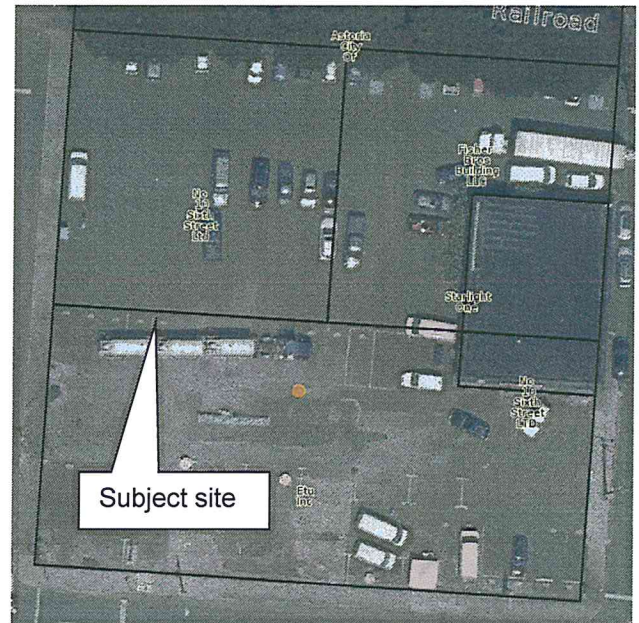
- G. Previous applications: Associated applications applicable to this site include campus development around #1 and #10 6th street: CU00-06 Mixed use residential/commercial at 1 6th, NC 02-01 Historic Design Review for CU00-06 at 1 6th V06-31 height variance for 1 6th, AEPs 06-15, 06-16, 07-02.

Conditional use permit CU17-13 for the professional services use was approved by the Astoria Planning Commission November 28, 2017

II. BACKGROUND

A. Subject Property

The subject property is located on the north side of Marine Drive between 6th and 7th street. The vacant parking lot is currently divided as five tax lots under four different ownerships. Included with the application is a signed letter of co-application by Cory Bechtolt, the agent/owner of the south portion of the lot where part of the building, and all of the parking for the proposed development is proposed.



Originally, the applicant proposed two buildings, the final design and CUP approved is for just one building noted on the site plan dated 11/15/17. A commercial bank is no longer part of this proposal. The proposed development requires review by the Historic Landmarks Commission as new construction adjacent to a historic structure. The Fisher Brothers building across 7th street triggers the review.

Currently, parking for the 6th street river park was located on this lot per an agreement with the City in June 1998, to reduce a Local Improvement District obligation. In trade for the reduction, No. 10 6th street provided 8 marked public parking spaces in perpetuity on the lot at the foot of 6th street. Prior to construction, these 8 spaces will need to be identified and marked per the 1998 agreement.

This site is within the area for the Waterfront Bridges Replacement Project, the applicant has worked with Public Works staff obtain easements and deeds for the site. An easement and deed is required for each side of the 6th street bridge. A dedication of 23 square feet is needed to locate the bridge end structural support and reconstruct an existing driveway entrance. Additional information was provided and reviewed by the Planning Commission for review with the Conditional Use Permit required for the use at the site.



The subject property is located just outside of the Downtown Historic District. It lies in the Downtown Inventory Area.



B. Adjacent Neighborhood and Historic Property

The vacant lot is located in the Downtown area designated in the Comprehensive Plan as Astoria's central business district and the regional commercial and governmental center. This area extends from 5th Street to 16th Street, and from the pier head line to Exchange Street. Originally built on pilings, the Downtown area was extensively filled after the 1922 fire. Virtually all the flat land in the Downtown (and Astoria as a whole) is on filled tidelands. This area is almost completely developed with buildings and parking areas.



The core of the Downtown area has historically been zoned Central Commercial (C-4). This parcel is located in the S-2A (Tourist Oriented Shorelands) Zone. The review of new construction at this site is triggered by the following properties:

**42- 7th Street:
Fisher Brothers
Warehouse**

Eligible and contributing structure in Downtown Historic District. Two story agricultural



storage warehouse constructed in 1905. Flat roof; heavy concrete walls; rectangular block building. The building is currently used as residential condos on the upper space and professional service office space on the first floor. The Fisher Bros. Warehouse located at 42 7th street is primarily reinforced concrete, with 4/2 wood frame windows. The Fisher Bros Hardware Company used the warehouse building for their retail establishment until their burnt store could be rebuilt. According to the

historic inventory documentation, the building was again used for warehousing from 1923 through 1942. From 1942 to 1962 it was utilized as the Fisher Bros Industrial Supply Company.

The utilitarian style and industrial feel at the site is characteristic of a number of industrial buildings along the working waterfront. This building is unique for its industrial character and decorative features including ghost signage and reproductions of historic signs for the "Fisher Bros Company," and "Linen Thread Co."



Warehouse—8 Seventh Street

At a glance: New Construction Proposal

Size/Height: single story with 6,832 footprint for 17 in-center patient treatment stations. Proposed height is approximately 20' 4" to the top of the roof, 14' to the belly band/decorative cladding. Exact height where the roofline starts was not included on application materials



Roof: Parapet wall-details have not been submitted

Siding: Shiplap siding, similar to the exterior that was on #10 6th street, pictured to the right:

Windows: Proposed windows are 3 over 1 aluminum framed estimated to be 4'6" high by 3' wide per proposed construction dated 9/8/17 and clad windows proposed 1/16/18. The applicant shall clarify which windows are proposed on which elevations.

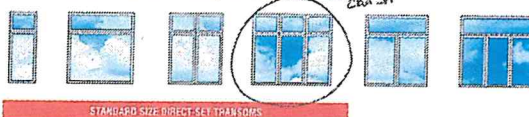
CLASSIC THERMO-TECH® VINYL WINDOWS

Fixed Casement & Direct-Set Transoms

Thermo-Tech® stationary transoms fit exactly over our standard-size casement and stationary windows. Crash-out transoms are designed to stack vertically on single-hung, double-hung and other fixed units. Fixed casement transoms match the

fining of our casement windows to ensure a consistent and seamless appearance. For dramatic wall effects, use the transom window to extend the vertical reach of windows. As with all of our windows, Thermo-Tech offers options for virtually

limitless possibilities. Let your imagination be your guide.



Doors: Similar configuration to the doors at the entrance to Craft3 in the Fisher Brothers Building. Door massing will be similar, approximately 8'7 x 7.5' at the main entrance, with a porte-cochere/awning at the entrance



Other: An enclosure for the generator and trash is proposed, similar to an existing enclosure along the Riverwalk at Baked Alaska. Decorative cornices, metal belly band, bollards and lighting with landscaping, and required enclosures for long-term bike parking

II. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on January 26, 2018. A notice of public hearing was published in the *Daily Astorian* on February 13, 2018. An onsite notice was furnished and installed by the applicant within the required 15 days of the hearing. Comments received will be made available at the Historic Landmarks Commission meeting. At the February 21, 2018 meeting, HLC moved to continue the deliberations to the following HLC meeting on March 20, 2018 to review design modifications.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Development Code Section 6.070(A) states that *"No person, corporation, or other entity shall construct a new structure adjacent to or across a public right-of-way from a Historic Landmark as described in Section 6.040, without first obtaining a Certificate of Appropriateness from the Historic Landmarks Commission."*

Finding: The structure is proposed to be located adjacent to a primary contributing structure at 42 7th street in the Downtown Historic District. The proposed structure shall be reviewed by the Historic Landmarks Commission.



- B. Development Code Section 6.070(B.1) states that "In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria: The design of the proposed

structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials.”

Finding:

- **Style and Scale**

The proposed structure will be a single story professional office building with an enclosure around a trash and generator on the north side of the structure. The Fisher Brother building triggering the review is located to the east, across 7th street. The site is within the Downtown Inventory Area, and one block away from the Downtown Historic District. The lot is currently a vacant, and directly adjacent to the industrial working waterfront.

Any structure at the site will be highly visible from all elevations including pedestrians along the Riverwalk, the residents living south of Bond Street, and traffic along Marine Drive and 6th and 7th streets. The style and scale of the new structure will be highly noticeable at the site, especially because the proposed structure is the only proposed building occupying the lot.

The low profile and small scale of the building ~~would be is~~ appropriate ~~if it was an infill~~ development ~~project~~ in a high density zone, ~~or surrounded by similarly sized buildings.~~ The surrounding building triggering review has massing appropriate for the waterfront. It retains character of the working waterfront and manages to incorporate contemporary uses. The proposed building does not include any scale or sizing design elements beyond what is applicable specifically for the use of professional service offices. Should another use occupy the space, the scale would still be out of proportion for outright permitted uses such as seafood professing, a museum, and eating/driving establishment which specially prohibits drive-through facilities in the S-2A zone. The patient drop-off access, while appropriate for a medical facility, would not be appropriate to use as a drive through facility for a different use at the site.

Zoning for the underlying S-2A zone notes the purpose of the area as the following in article 2.700: *This district is intended to provide for mixed-use tourist oriented development that retains and takes advantage of the working waterfront character of the area. The uses permitted are intended to be compatible with pedestrian orientation. The emphasis is on the rehabilitation and reuse of existing structures.*

Article 6 does not maintain style and scale requirements beyond general compatibility. However, the underlying zoning is specific in noting development of a new building in the S-2A is intended to take advantage of the working waterfront character of the area, with pedestrian orientation.

The single story building is out of scale on the large parking lot, and out of congruence with the character of the working waterfront. The size of the window, doors and belly band along the building are in scale with the building, ~~however the building itself does not take advantage of the working waterfront, and is automobile oriented, with a drive through area for patient drop-off as a main design feature.~~

This portion of the criteria has not been met.



- **Height**

The S-2A zone limits structures to 28' except between 15th and 21st street. The adjacent historic structure are above 2 stories. The proposed height is 20' 4". The height is in compliance with the required zoning criteria, ~~but the height of the building is out of scale with the adjacent structure.~~

- **Architectural details and materials**

The supplemental documents with the application includes information on materials and architectural details.

The proposed detailing is compatible in design with the former style of the buildings located near the site such as #10 6th street. However, the style and detailing of the site is not compatible with the current character of the site, and the previous buildings influencing the design are no longer located near the site.

The amenities in the landscaping design such as the bollards for additional lighting are appropriate for the location and make the site more inviting for pedestrians.

Additional details for an enclosure around a generator and trash area are also appropriate for the site, and incorporate a successful design located near Pier 12.

The proposed metal awning are similar to the awnings added at the Fisher Brother building site. The applicant noted the overhand area will be covered, but did not include specific materials. Any additional lighting incorporated into the awnings shall require review prior to installation.

- C. Development Code Section 2.715 Development Standards in the S-2A Zone states: (8) New businesses with frontage on north-south oriented streets shall meet the following requirements:
- a. To the extent possible, businesses which have frontage on both Marine Drive and north-south streets will locate the tourist oriented portions or functions to the north-south streets.
 - b. New or renovated storefronts will be designed to relate to existing adjacent businesses in terms of scale, color and use of materials.
 - c. Where appropriate, store front windows along north-south streets will be restored to "display window" condition.
 - d. The number of garage entry doors along the street will be kept to a minimum.
 - e. The Planning Commission may require landscaping, lighting, street furniture or other amenities as part of a renovation or new use.

Finding: Criteria a-d in the underlying zone at the site require additional development standards. However, the proposed new business does not include tourist-oriented portions (a). The new storefront while not a retail frontage is a storefront that shall be designed to relate to the adjacent business in terms of *scale, color and use of material* (b). No display windows are proposed on the north-south street frontages (c). No garage doors are proposed (d). Planning Commission did not require additional amenities with the approved use for professional office space. Should the proposed use at the space change from the current proposal for the professional office space, the design shall be compliant with section 8 of Article 2.715, and may require HLC review.

- D. Development Code Section 6.070 (B.2) states that "In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria: The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations."

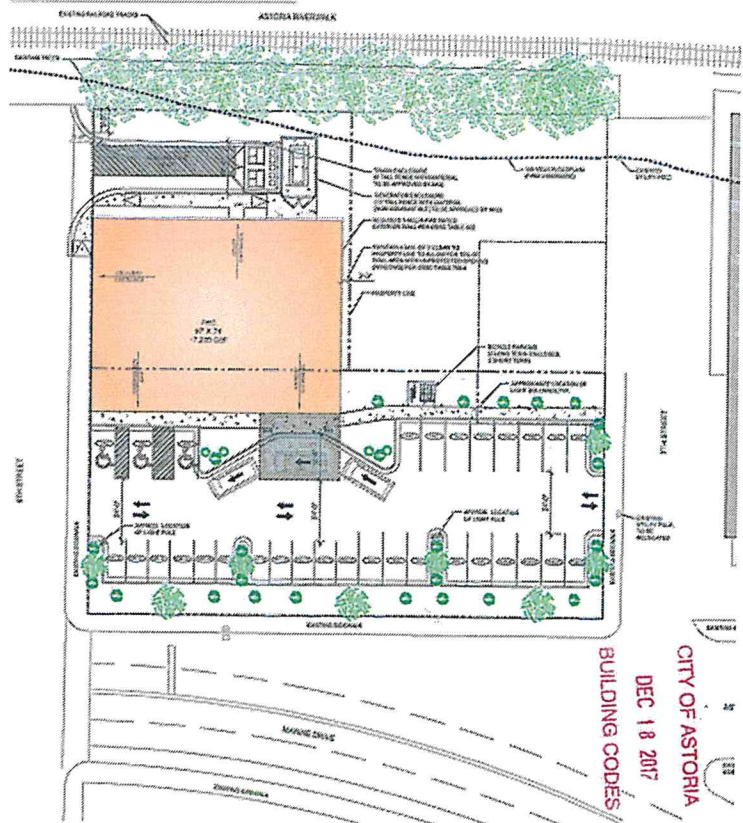
Finding: The footprint of the structure is rectangular with a large awning off the south elevation and a trash enclosure on the north side. The location of the building on the northwest side of the site will allow a large parking lot to remain for the foreseeable future. Since the use of the

building does not require or take advantage of the riverfront location, a more appropriate location would be at the southwest corner of the site, where it would access Marine Drive with an attractive façade and landscaping. The HLC could consider requiring relocation to the southwest corner of the site, with the parking/loading and dumpster locations behind the building.

~~It is suggested that the Landmarks Commission provide direction to staff as to whether this criteria is met. HLC determined the site plan approved by the Planning Commission is appropriate for the location.~~

- E. Comprehensive Plan section .055 Policies for the Downtown Area states (4) The City encourages the reuse of existing buildings prior to the expansion of commercial zones (5) Shoreland zone policies and standards will be designed to encourage public access along the Downtown waterfront.

Finding:



The proposed development is new construction, there is no existing building on the site to reuse. While, Astoria Planning Commission approved the conditional use in the zone, goal five notes access along the Downtown waterfront is encouraged. With the access to the building located off Marine Drive, and accentuated by a drive up portico type awning, the design is not in congruence with the Comprehensive Plan goals for the area. The HLC noted the portico could be removed in the future, and is compatible with the site.

Comprehensive Plan sections .250 Historic Preservation states the following goals: The City will: (1) Promote and encourage, by voluntary means whenever possible, the preservation, restoration and adaptive use of sites, areas, buildings, structures, appurtenances, places and elements that are indicative of Astoria's historical heritage. (3) The City will encourage the application of historical considerations in the beautification of Astoria's Columbia River waterfront.

Finding:

If the proposed design had more elements of an industrial style building that are common along the waterfront, the proposal would be more indicative of Astoria's historical heritage. The current proposed building would be compatible in an area of town that has low density commercial site such as other single story medical buildings located near Columbia Memorial hospital. The proposed site is unique in its cultural significance associated with the working waterfront. The structure is well designed to meet the needs of the use of the site, but the design of the building does not align with the scale of historical heritage of the area. The current design is not indicative of the heritage of the waterfront site or the site triggering review of the proposal.

CP.204. States Economic Development Goal 5 and Goal 5 Policies. Goal: Encourage the preservation of Astoria's historic buildings, neighborhoods and sites and unique waterfront location in order to attract visitors and new industry.

Policies (1) Provide public access to the waterfront wherever feasible and protect existing access. The importance of the downtown waterfront in terms of aesthetics, public access and business improvement cannot be overemphasized.

Finding:

In addition to the Historic Preservation Goals in the Comprehensive Plan which guide historic preservation efforts city wide, the Comprehensive Plan addresses general economic development goals. The importance of the downtown waterfront is specifically noted in Policy 1. The originally proposed

design does not provide any public access to the waterfront nor add to the aesthetic of this portion of the waterfront. At the request of the HLC, the applicant submitted additional design detailing for the North elevation. The previous aesthetic of the building is-was not fully well-enough defined in the proposal to align with this section of the Comprehensive plan. Additional design elements that reflect the industrial nature of the working waterfront shall be incorporated to meet this Comprehensive Plan policy. These design elements are attached as supplemental information.

The applicant noted the trash enclosure proposed with the original application will still be located on the north side, with the same design as the original proposal. The enclosure is not shown on the north elevation drawing, to show where the doors and windows will be located.

The north elevation still has two doors, the doors has 6" wide x 7'6" high with the same trim as the windows. There is an additional canopy over the staff entrance to match te entry canopy, and a metal awning. There are two additional windows, with 3:1 lites.

V. CONCLUSION AND RECOMMENDATIONS

~~It is staff recommendation that the current proposal does not meet all criteria for New Construction. The minimal design changes are not significant enough to make the site more pedestrian friendly in orientation or compatibility with the feel of an industrial waterfront site. However, the HLC requested additional information which has been submitted by the applicant.~~

~~Significant design changes which would improve the design include a more pedestrian friendly orientation and additional massing indicative of waterfront industrial buildings (and the historic property triggering historic review). Complying with Comprehensive Plan sections emphasizing the aesthetic of the waterfront also needs to be addressed.~~

Staff recommends the HLC review the additional design information, with the following recommendations to be considered for conditions of approval:

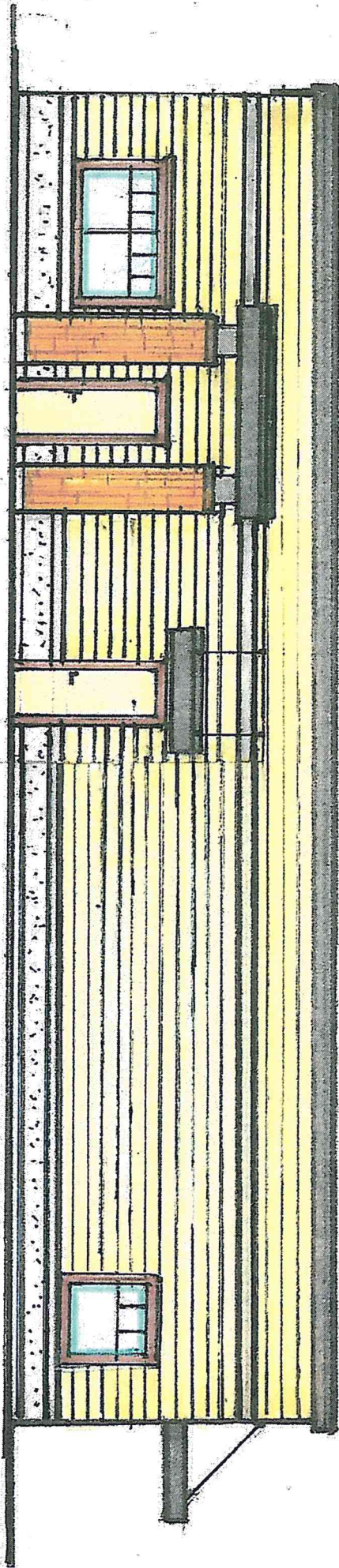
~~Staff recommends the HLC provide additional direction to the application with the following recommendations to be considered for condition of approval with an updated design:~~

1. Windows shall be true divided.
2. ~~The applicant shall clarify which windows are proposed on which elevations.~~

- 3.2. Should the proposed use at the space change from the current proposal for the professional office space, the design shall be compliant with section 8 of Article 2.715, and may require HLC review.
- 4.3. Exact height where the belly band and rooflines are were not included on application materials and shall be clarified.
- 5.4. The applicant shall submit all necessary permits for work in the Right of Way, and/or grading and erosion control for the site.
- 6.5. Any visible wood shall be free of pressure treatment incision marks.
- 7.6. Additional design elements that reflect the industrial nature of the working waterfront shall be incorporated to meet this Comprehensive Plan policy.
- 8.7. ~~The applicant noted the overhand area will be covered, but did not include specific materials.~~ Any additional lighting incorporated into the awnings shall require review prior to installation.
- 9.8. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed and approved by the Historic Landmarks Commission.

The applicant should be aware of the following requirements: The applicant shall obtain all necessary City and building permits prior to the start of construction.

CITY OF ASTORIA
MAR - 9 2018
BUILDING CODES



NORTH ELEVATION

FMC

Nancy Ferber

From: Nancy Ferber
Sent: Friday, March 09, 2018 2:44 PM
To: 'ctrabucco46@comcast.net'
Subject: RE: FMC North Elevation - revised

Chester-HLC needs more than just an elevation. At the meeting they requested you address the following:

- Details for the north elevation (please include a short narrative of what was altered-new windows and a new door/awning etc)
- Details on landscaping on the north elevation
- plan for pedestrian access, if utilizing the existing bridge on the neighboring property, submitting an easement for access
- Improving the design of the trash enclosure

I need this info ASAP as I'm sending out updated info to the Commission on Tuesday, and am working on a deadline for an appeal and training staff on Monday. If you cannot send me this additional documentation, by 5pm today, we will likely need to continue the hearing. As was discussed at the last meeting, the HLC needs to adopt findings of fact, and I need that documentation to incorporate into edited findings prior to the meeting.

Best,
Nancy

From: ctrabucco46@comcast.net [mailto:ctrabucco46@comcast.net]
Sent: Friday, March 09, 2018 1:04 PM
To: Nancy Ferber <nferber@astoria.or.us>
Cc: Chester Trabucco <ctrabucco46@comcast.net>
Subject: Fw: FMC North Elevation - revised

Hi Nancy- here you go.

Chester
[425-922-4636](tel:425-922-4636)

Sent from my Verizon LG Smartphone

----- Original message-----

From: Karen Niemi
Date: Fri, Mar 9, 2018 12:52 PM
To: Ctrabucco46;
Cc:
Subject: FMC North Elevation - revised

Chester

Attached is a PDF of the revised North Elevation for FMC to forward to Nancy Ferber.

Karen

Nancy Ferber

From: Karen Niemi <karen.niemi@icloud.com>
Sent: Friday, March 09, 2018 4:20 PM
To: Nancy Ferber
Cc: Ctrabucco46@comcast.net
Subject: Re: FMC North Elevation

Nancy:

We did not add a second door, FMC's floor plan indicates 2 doors on the North Elevation. (The doors are 3'-6" w x 7'-6" h, with same trim as the windows.) The second door didn't show up on the original North Elevation, because it was hidden behind the trash/generator enclosure. This elevation is cut closer to the building facade. We did add two additional windows to correspond to the floor plan, a single window and a double window. We added a smaller canopy at the staff entrance to match the entry canopy and a metal awning above the door into the fire sprinkler riser closet.

I believe Chester has responded via e-mail, to your other items on your list.

Thx,
Karen

Sent from my iPhone

> On Mar 9, 2018, at 4:07 PM, Nancy Ferber <nferber@astoria.or.us> wrote:

>

> Karen-

> Thanks. I see you're adding an additional door too? I need design info for that as well. I informed Chester HLC also requested the following information:

>

> • Details for the north elevation (please include a short narrative of what was altered-new windows and a new door/awning etc)

> • Details on landscaping on the north elevation

> • plan for pedestrian access, if utilizing the existing bridge on the neighboring property, submitting an easement for access

> • Improving the design of the trash enclosure

>

> If your team chooses not to submit this information it may delay the HLC decision because I need to incorporate it into the revised findings of fact.

>

> Best

> Nancy

>

> -----Original Message-----

> From: Karen Niemi [mailto:karen.niemi@icloud.com]

> Sent: Friday, March 09, 2018 4:00 PM

> To: Nancy Ferber <nferber@astoria.or.us>

Nancy Ferber

From: Karen Niemi <karen.niemi@icloud.com>
Sent: Friday, March 09, 2018 4:00 PM
To: Nancy Ferber
Cc: Ctrabucco46@comcast.net
Subject: FMC North Elevation

Nancy:

Per Chester's request, below are the dimensions for the windows and North canopy for the FMC project:

Single window: 3'-6"w x 4'-6"h, with a 1 x 3" window surround trim and a 2" x 3" cornice header trim.

Double window: 7'-0"w x 4'-6"h (trim as noted above).

North canopy: 14'-0" x 14'-0" overall canopy dimensions. 14'-0"h to the underside of canopy, 1'-6" wide metal cornice with tongue and groove wood ceiling under canopy, with LED downlights. Cedar slat cladding on columns, (to match entry canopy columns), with metal top cap and concrete base.

Let me know if the above description clarifies your questions.

Sincerely,
Karen S. Niemi
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Astoria, OR 97103
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Sent from my iPhone

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