

BEFORE THE DESIGN REVIEW COMMISSION  
OF THE CITY OF ASTORIA

IN THE MATTER OF DESIGN REVIEW REQUEST )  
)  
FOR THE FOLLOWING PROPERTY: MAP T8N R9W ) **ORDER NO. DR21-01**  
SECTION 7CC, TAX LOT 3500; LOTS 34, 35, 36; BLOCK B )  
TAYLOR; 432 W. MARINE DR., ASTORIA OR 97103 )  
)  
ZONES: C-3 (GENERAL COMMERCIAL) AND UTO )  
(UNIONTOWN OVERLAY) )  
)  
APPLICANT: PORTWAY STATION LLC, CHESTER )  
TRABUCCO, 990 ASTOR STREET, ASTORIA, OR 97103 )

The above named applicant applied to the City for Design Review (DR21-01) to construct a mixed commercial/multi-family residential structure at 432 W. Marine Drive. The structure will be located in the C-3 (General Commercial) and UTO (Uniontown Overlay) zones, within the City limits of Astoria.

A public hearing on the above entitled matter was held before the Design Review Commission on April 1, 2021 and the Design Review Commission closed the public hearing and rendered a decision at the May 6, 2021 meeting.

The Design Review Commission orders that this application for a Design Review (DR21-01) is **approved** and adopts the findings of fact and conclusions of law attached hereto.

The effective date of this approval is 15 days following the mailing of this order, subject to any attached conditions. *A copy of the application, all documents and evidence relied upon by the applicant, the staff report, and applicable criteria are available for inspection at no cost and will be provided at reasonable cost.*

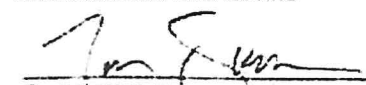
This decision may be appealed to the City Council by the applicant, party to the hearing, or a party who responded in writing by filing an appeal with the City within 15 days of the mailing date (Section 9.040).

**The permit will be void after two years unless substantial construction has taken place, or use has begun.** However, the Design Review Commission may extend the permit for an additional one year upon request by the applicant.

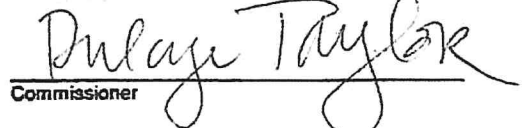
DATE SIGNED: MAY 6, 2021 DATE MAILED: May 13, 2021

CITY OF ASTORIA DESIGN REVIEW COMMISSION

  
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President – Jared Rickenbach

Commissioner Bob Levine  
  
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Commissioner

  
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Commissioner

  
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Commissioner



# CITY OF ASTORIA

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## STAFF REPORT AND FINDINGS OF FACT

REPORT RELEASE DATE: March 25, 2021 REVISED: May 6, 2021

COMMISSION HEARING DATE: April 1, 2021

TO: DESIGN REVIEW COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: DESIGN REVIEW REQUEST (DR21-01) TO CONSTRUCT A BUILDING AT  
432 W MARINE DRIVE

### I. SUMMARY

- A. Applicant: Portway Station LLC  
Chester Trabucco  
990 Astor Street  
Astoria OR 97103
- B. Owner: Raider Holdings LLC  
c/o John Harper  
327 W Marine Drive  
Astoria OR 97103
- C. Location: 432 West Marine Drive; Map T8N R9W Section 7CC, Tax Lot  
3500; Lots 34, 35, 36, Block B, Taylor
- D. Classification: Adjacent to structures designated historic in Uniontown-Alameda  
National Register Historic District and within the Uniontown  
Overlay Area
- E. Proposal: To construct a mixed commercial/ multi-family residential structure
- F. Associated Application: The applicant has also submitted a New Construction  
application (NC21-01) for 432 W Marine and 65 Portway. The  
New Construction application was reviewed by the Historic  
Landmarks Commission on March 16, 2021. The HLC approved  
the request with conditions on April 20, 2021. The applicant may  
need to apply for a variance from required off-street parking for  
both buildings.

G. 120 Days: August 14, 2021 (application deemed complete on March 3, 2021 & 120 day was extended)

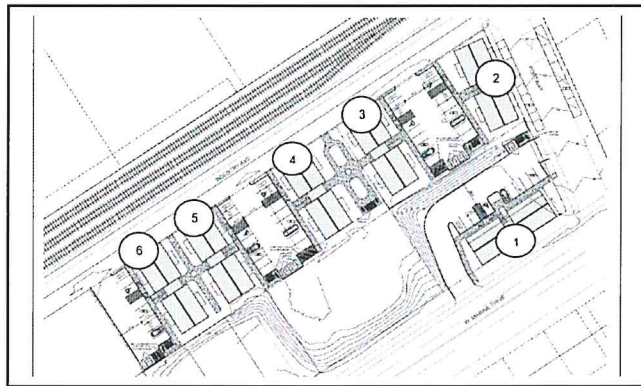
## II. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on March 10, 2021. Email and web publishing also occurred on March 10, 2021. A notice of public hearing was published in the *Astorian* on March 27, 2021. On-site notice pursuant to Section 9.020.D was posted February 24, 2021. Any comments received will be made available at the Design Review Commission meeting.

## III. BACKGROUND

The subject property fronting on West Marine Drive is a former gas station site of 15,757 square feet. It is located in the C-3 Zone (General Commercial) and is also located within the Uniontown Overlay Zone (UTO). The proposed use is for multi-family dwellings with commercial facilities on the ground floor. These are all outright uses within the zone. The site will require New Construction permit (NC21-01) which was reviewed by the Historic Landmarks Commission (DRC) at its March 16, 2021 meeting. The HLC approved the request with conditions on April 20, 2021. The applicant would also need to apply for a Variance from the off-street parking requirements. The application has not been submitted and would be reviewed by the Planning Commission (APC).

The applicant is proposing a larger development which would consist of six separate units. Each unit is proposed to be constructed of cargo containers, three high and two deep connected by a central staircase with another group of three high and two deep for a total of 12 units per Pod. For ease of reference, staff has identified each structure, including two units and staircase, as a "Pod" as per this diagram. For this application, Pod 1 is the West Marine Drive site and Pod 2 is the Portway/Industry site. Only Pod 1 and Pod 2 are subject to HLC review and only Pod 1 is subject to DRC review. The remaining Pods within the development do not require design review and will be reviewed for zoning compliance by the Planner.



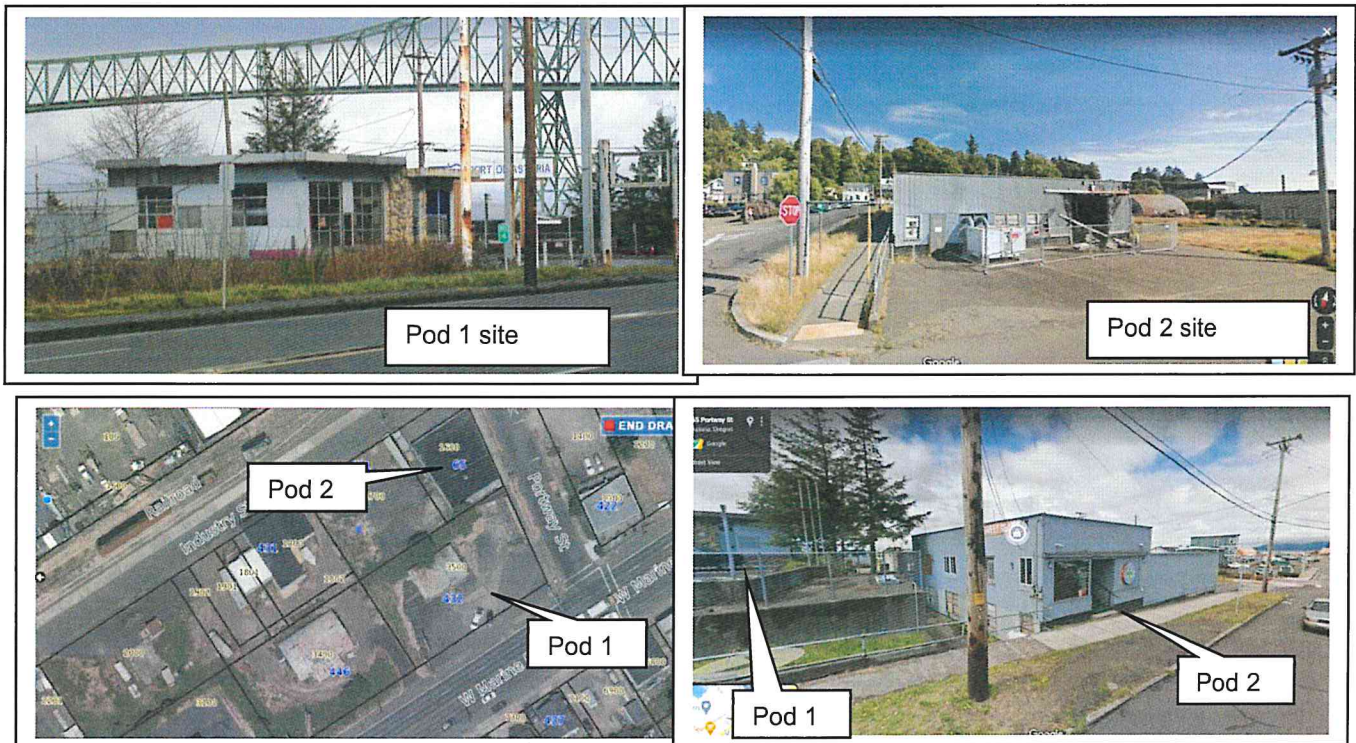
Staff has worked with the applicant for several weeks concerning design and material changes. There may be conflicting items within the application material. However, the

DRC should consider the details, materials, dimensions, etc. as noted in the staff report as the final design presented by the applicant.

In the past year, the City Council adopted amendments to the Riverfront Vision Overlay Zones and adopted the Uniontown Overlay Zone. One of the changes with these recent amendments is that the HLC is charged with reviewing the “historic compatibility” criteria of these overlay zones when a proposed project is adjacent to a historic structure and requires HLC review in accordance with Article 6, Historic Properties Ordinance. Section 14.147 details that requirement and is noted later in these Findings of Fact. If a project does not require HLC review, then the DRC would review the historic compatibility criteria of Article 14 (Overlay Zones) with the “neighborhood”. This new review procedure eliminates overlap of Commission review so that any decision is consistent as some criteria is subjective and each Commission could come to different conclusions.

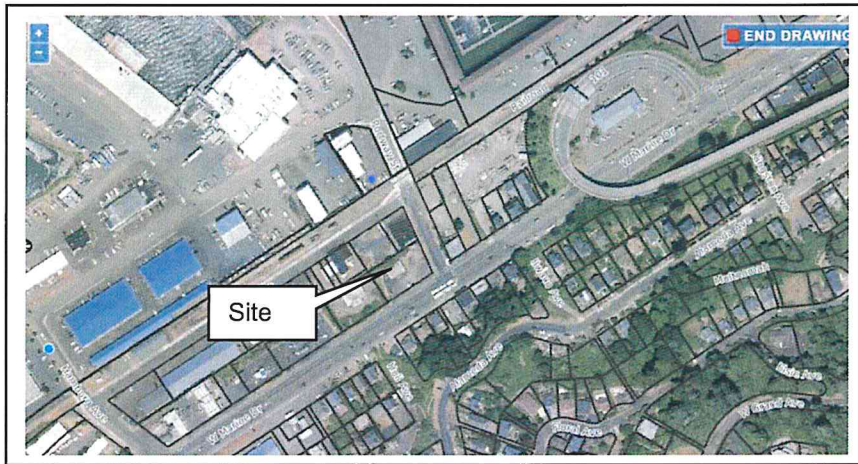
A. Site:

Pod 1 site is on the north side of West Marine Drive and west side of Portway Street. Pod 2 is on the corner of the west side of Portway Street and the south side of Industry Street. The two sites are at different elevations with Pod 2 site below Pod 1 site. Both sites are relatively flat with a steep bank on the north side of Pod 1 site separating it from Pod 2 site. Only Pod 1 site is being reviewed by the DRC.

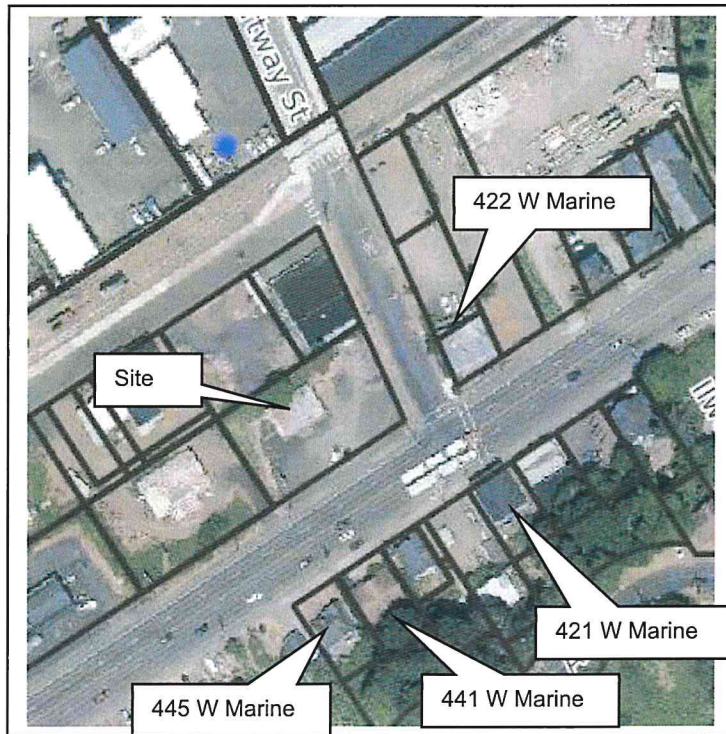


B. Neighborhood:

The neighborhood is developed with a mixture of commercial, residential, and industrial uses. West Marine Drive has single-family and multi-family dwellings on both the north and south side of the right-of-way. It also has several commercial operations such as Portway Tavern at the corner of Portway Street, fast lube, and coffee shop on the south side of the right-of-way to the west, and a granite monument works operation on the south side of the right-of-way. To the north is the Port of Astoria and the numerous fish processing facilities at Pier 2, Astoria River Walk Inn, the historic train repair Quonset hut facility, an industrial warehouse, and Bergerson Construction facility.



C. Adjacent Historic Properties:



422 W Marine  
Secondary  
Uniontown-Alameda National Register  
Historic District  
Early 20th Century Style  
1923



421 W Marine  
Primary  
Uniontown-Alameda National Register  
Historic District  
Vernacular  
c. 1915



441 W Marine  
Primary  
Uniontown-Alameda National Register  
Historic District  
Bungalow  
c 1910



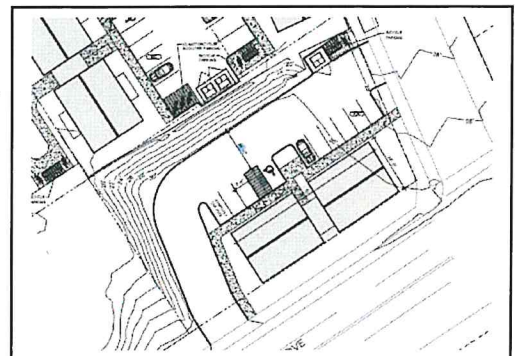
445 W Marine  
Secondary  
Uniontown-Alameda National Register  
Historic District  
English Cottage  
c 1925

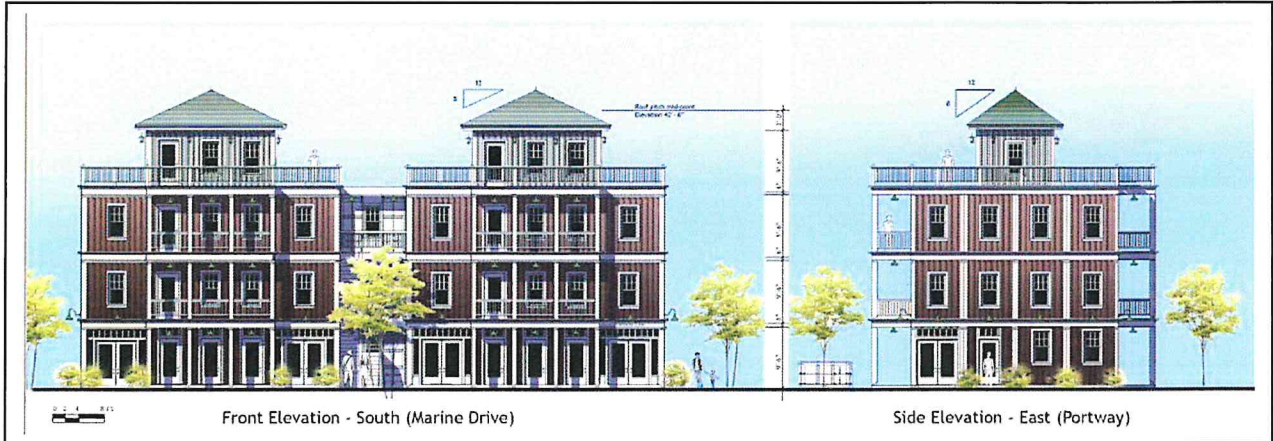


D. **Proposal for Pod 1:**

To construct a multi-family dwelling with commercial facilities on the ground floor.

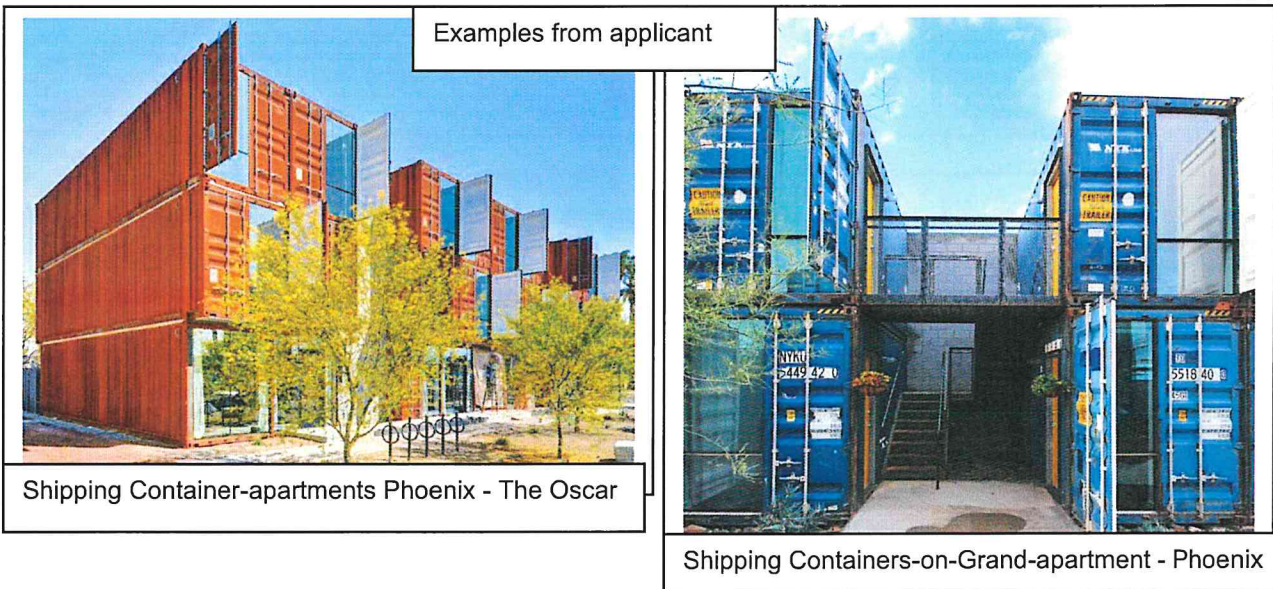
**Style/Form:** two rectangular structures connected with a common central staircase. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 30' x 90'. Design elements are proposed to give it more of a commercial / residential style than industrial.





**Roof/height:** Flat roof of walkable decking material at a height of 30' to the parapet with balustrade and a central “pop-up” room with a 5:12 pitch hip roof at a height of 42.5' to the mid-point between the eave and ridge; architectural composition shingles on the hip roof in a dark green color. Alternately depending on the access to the roof area, it may be metal low standing seam, corrugated metal, or standard 3-tab asphalt shingle.

**Siding:** Vertical ribbed Corten steel cargo container units stacked; adjoining staircase exterior walls would be the cargo container unit doors with existing cargo door locking hardware remaining.



Applicant has submitted an alternative cargo container that is not ribbed and has vertical lines of rivets.



Applicant has also indicated that alternative siding may be applied to the cargo container unit, such as wood or fiber cement board and batten.

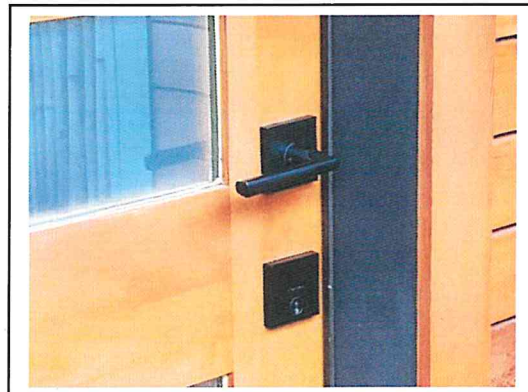
Example of board and batten submitted by applicant



**Windows:** windows on all elevations; single-hung Fibrex composite material; exterior/interior muntins in a 6/1 configuration; dimensions are 2'8" W x 5'0" H. Windows would have wood casings with a dimension of 4" W x 1 1/4" D. Windows will be recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange welded onto the wall at the interior, where the windows will be set.



**Doors:** Entry and deck doors will be a fiberglass composite door with a full center lite. Dimensions are 7'-0" H x 3'-0"W. Ground floor to have doors for multiple commercial units. Commercial first floor doors would have transoms above. Contemporary metal door hardware.

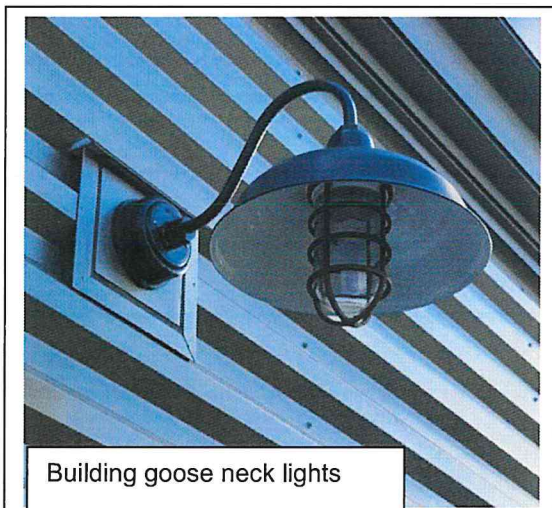




**Other Design Elements:** belt course between floors of a 12" metal "cornice" band; 6' deep porches on north and south elevations with wood support posts and balustrades; balustrade on roof to allow outside use of roof area; pop-up room on roof with 10' setback from building facade on all sides; central covered/open staircase between the two units with concrete stairs, wood balustrades, and cargo container doors with existing hardware to create open wall areas.



**Exterior Lighting:** Freestanding pole light fixtures on site; goose neck pan lighting on building; bollard lights along pathways.



Building goose neck lights

**D-Series Size 0 LED Area Luminaire**

Specifications

EPA:	0.95 ft <sup>2</sup> (0.09 m <sup>2</sup> )
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height:	7" (17.8 cm)
Weight (max):	16 lbs (7.25 kg)

Freestanding pole light fixture

**KBA8 LED LED Specification Bollard**

Specifications

	8" Round (20.3 cm)
Height:	42" (106.7 cm)
Weight (max):	27 lbs (12.2 kg)

Bollard Lights

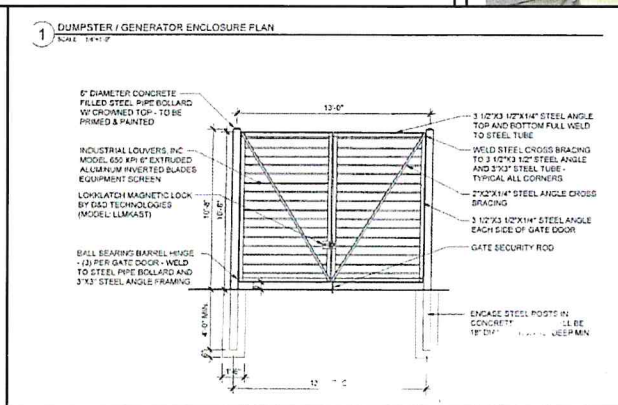
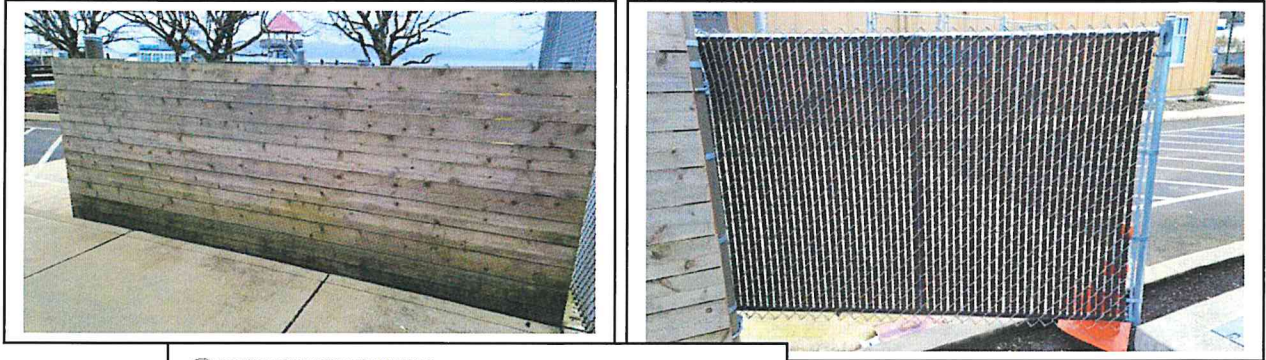
**Anchor Base Poles**

**RSA**

ROUND STRAIGHT ALUMINUM

Freestanding pole light pole

**Solid Waste Disposal Area:** one enclosure is proposed for Pod 1 in the northeast corner of the lot. Concrete support posts with metal framing; Dimensions are 13' deep x 20' wide x 5.5' tall and includes recycle and trash. Cedar on the sides. Slatted cyclone fencing on the gates

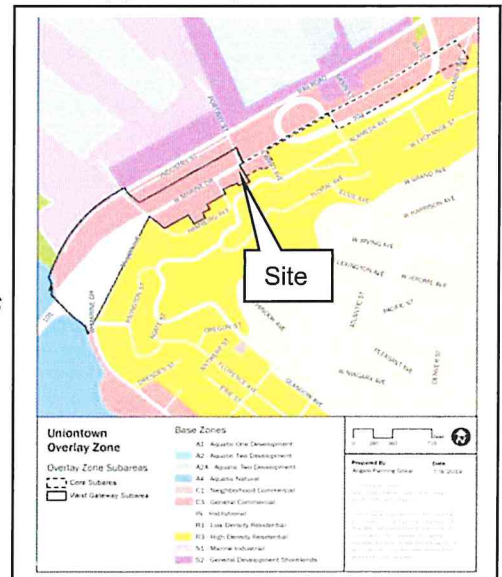


#### IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

A. Section 14.147.A, Applicability and Review Procedures, Applicability, states

*"The provisions in Sections 14.145 to 14.163 apply to all uses in all areas of the Uniontown Overlay Zone unless indicated otherwise in the code.*

*The provisions of the Uniontown Overlay Zone shall apply to all new construction or major renovation, where "major renovation" is defined as construction valued at 25% or more of the assessed value of the existing structure, unless otherwise specified by the provisions in this Section. Applications in the Uniontown Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.145 to 14.163."*



**Finding:** The proposal is for new construction. The site is located within the West

Gateway Subarea of the Uniontown Overlay Zone. The City finds that the UTO sections are applicable to this request.

B. Section 14.147.B, Applicability and Review Procedures, Historic Design Review, states

*“When a development proposal is required to be reviewed by the Historic Landmarks Commission due to its proximity adjacent to a designated historic building, structure, site, or object, the Historic Landmarks Commission shall include review of the Uniontown Overlay sections relative to historic compatibility. If the proposed development is not “adjacent” to a historic property (as defined in Section 1.400) and not subject to review by the Historic Landmarks Commission, then the historic review of the Uniontown Overlay Zone shall be completed by the Design Review Commission.”*

Finding: Pod 1 would be located within the Uniontown Overlay Zone. Due to its proximity to adjacent historic structures, the proposal for Pod 1 requires review by the Historic Landmarks Commission (HLC). Therefore, the City finds that the historic sections of the Uniontown Overlay shall be reviewed by the HLC under New Construction Request (NC21-01). The HLC considered the request on March 16, 2021 and approved the request with conditions on April 20, 2021. Other sections of the Uniontown Overlay code will be reviewed by the Design Review Commission under Design Review Request (DR21-01).

C. Section 14.149.2, Permitted Uses, states *“The following uses and activities and their accessory uses and activities are permitted outright in the Uniontown Overlay Zone, in addition to uses permitted outright in the base zone identified in Article 2, and subject to the other appropriate development provisions of this Section.*

2. *Dwellings in a new or existing structure:*
  - a. *Located above or below the first floor with commercial facilities on the first floor of the structure.*
  - b. *Located in the rear of the first floor with commercial facilities in the front portion of the structure.”*

Section 2.390, Uses Permitted Outright in the C-3 Zone, lists the following uses as outright

6. *Eating and drinking establishment.*
7. *Educational service establishment.*
11. *Multi-family dwelling.*
12. *Personal service establishment.*
13. *Professional service establishment.*
17. *Retail sales establishment.”*

Finding: The proposed use is for multi-family dwelling units above commercial facilities on the ground floor. Specific commercial tenants have not been identified yet, but would generally be personal and professional service, retail sales, or small eating and drinking establishments. Other uses are allowed as outright or conditional uses in the C-3 Zone. The Planner and/or Astoria Planning Commission would review and

approve the proposed uses prior to occupancy for compliance with the C-3 Zone and UTO allowable uses. The City finds that the potential and proposed uses meet this criteria.

- D. Section 14.152.A, Development Standards, Height, states *“The following development standards apply to development in the Uniontown Overlay Zone.*
1. *Maximum building height is 35 feet except as noted in subsection A.2 of this section.*
  2. *Building height up to 45 feet is permitted when building stories above 28 feet are stepped back at least 10 feet in accordance with Section 14.152.C.*
  3. *Exceptions to building height restrictions may be granted through provisions in Section 3.075.”*

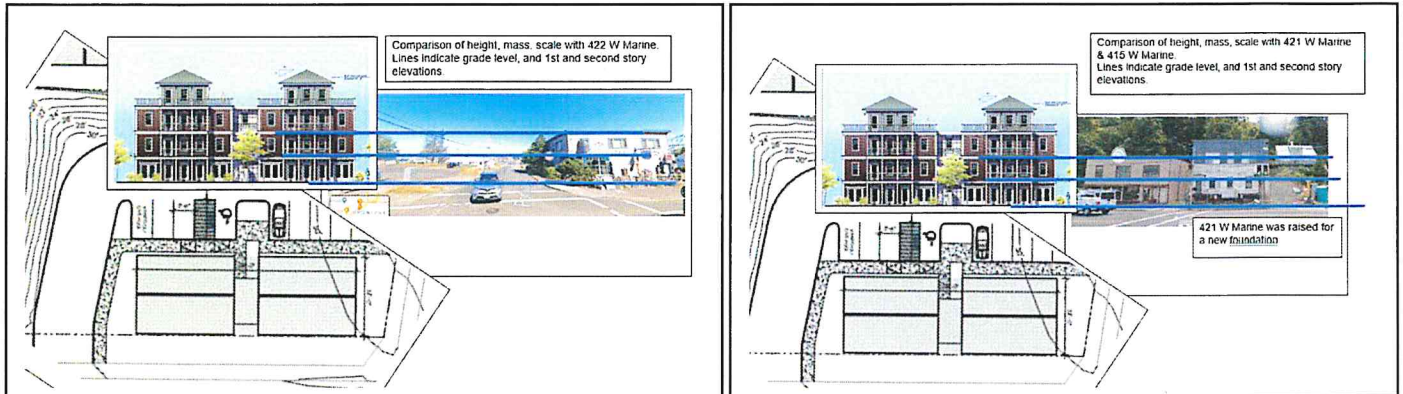
Finding: Pod 1 would be three-stories tall at 30’ with a flat roof and a “pop-up” room with a hip roof for a total height of 42.5’. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure.

This code section specifically addresses the “height” of the building. In looking at the impact of the height and scale of the building in the visual streetscape, the applicant has submitted a report by the project architect Laurence Qamar, “Sellwood-Moreland Main Street Design Guidelines”, draft dated March 2020 which discusses the issue of mass, scale, and height for buildings in that area of Portland. The report is not an adopted document and is similar to Astoria’s recent work with the Uniontown Reborn Master Plan and Uniontown Overlay Zone requirements and guidelines adopted October 7, 2019 (CP.028.K). Both cities have identified their community assets and determined how they want the development design of those areas to look. The citizens and City Council of Astoria expressed a desire for smaller scale buildings in Astoria. The Uniontown Overlay Zone criteria for building mass, scale, and height will be discussed later in these findings.

At its March 16, 2021 meeting, the HLC noted that the variety of building heights encouraged in the “Sellwood-Moreland Main Street Design Guidelines” show an urban streetscape of buildings built next to each other creating a continuous front facade plane. The proposed structure would be a stand-alone building with large expanse of open space between it and other development along West Marine Drive and not a downtown urban setting. The HLC found that while the “Sellwood-Moreland Main Street Design Guidelines” may be an appropriate design for an urban setting in Portland, that Astoria has adopted its own guidelines and standards with the Uniontown Overlay Zone which require a lower height development configuration.

Staff prepared a mock up to compare the scale of Pod 1 with the adjacent historic Portway Tavern building and the 421 W Marine building across W Marine Drive. These diagrams show that Pod 1 would be substantially taller than the Portway Tavern

and historic 421 W Marine. With this difference in height and the footprint at 70% larger than Portway, the building would have an impressive impact on the streetscape.



The applicant has indicated that he could eliminate the pop-up feature but that he wanted it to provide variety to the architecture of the building.

The flat roof height is 30' and the pop-up brings the total height to 42.5' which would require compliance with the stepbacks as noted in Section 14.152.C. This would require a stepback above the second floor (20'). At its April 20, 2021 meeting the HLC conditioned the NC21-01 permit approval that the building shall be reduced to two floors with or without the pop-up.



The City finds that the proposed 42.5' height does not meet the criteria and the building shall be reduced to two floors with or without a pop-up (Condition 5).

E. Section 14.152.C, Development Standards, Stepbacks, states

“1. *Purpose.*  
*The purpose of a stepback is to allow for less obstructed views from above the building and to create a less imposing building scale as viewed from the right-of-way or parallel/adjacent trail. A stepback is also designed to allow more light down to the adjacent or fronting right-of-way, sidewalk, or trail.*

2. *Additional Building Height.*

Where the height of a building or building addition is proposed to exceed 35 feet, at least that portion of the building exceeding 28 feet or two stories, whichever is less, shall provide a stepback of at least 10 feet from the plane of the proposed building or building addition that faces the right-of-way or River Trail (see Figure 14.152.-3).

Balcony railings constructed to a maximum height of 28' are not encroachments when the building facade above the top of rail is stepped back 10' . . .”

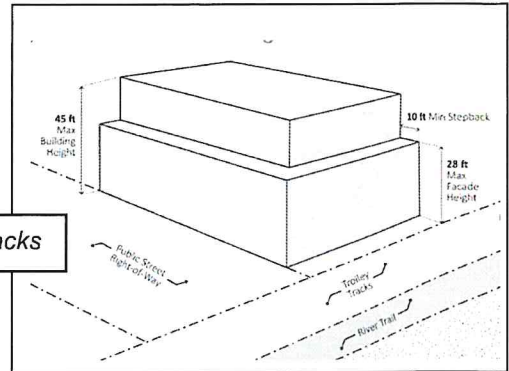


Figure 14.152-3: Building Setbacks

**Finding:** Pod 1 would be 30' tall at three stories and would require a 10' stepback for any portion of the building above 28' or two stories (whichever is less) to allow the height to 42.5' with the pop-up. The pop-up is stepped back, but the height of the facade of the building is 30' and three stories. The height at two stories is 20'. Therefore, to exceed 35', the third floor of the building (20' elevation between 2nd and 3rd floor) would need to be stepback 10'. Pod 1 does not comply with this stepback requirement and the applicant would be required to obtain a variance if this height is approved by the HLC and DRC. However, with the elimination of the third floor, the building height would be in compliance with the UTO requirements.

With the reduction to two floors, the pop-up would be at a height of 20' plus 13' for a total of 33'. Therefore, the building would be within the allowable 35' height and would not require a stepback.

The visual proportions of the pop-up from the side view are out of scale with the Pod side elevation. The applicant has shown the pop-up with a 10' stepback on all sides which would not be required by Section 14.152.C.2 if the building height is reduced to a total of 33' (two floors and the pop-up) as the building would not exceed 35'. If the DRC approves the pop-up feature, it should be enlarged north to south as viewed on the side elevation to line up with the vertical lines of the architecture similar to the proportions as viewed from the front, south elevation (Condition 6).

Proposed pop-up and suggested increase of width from side view

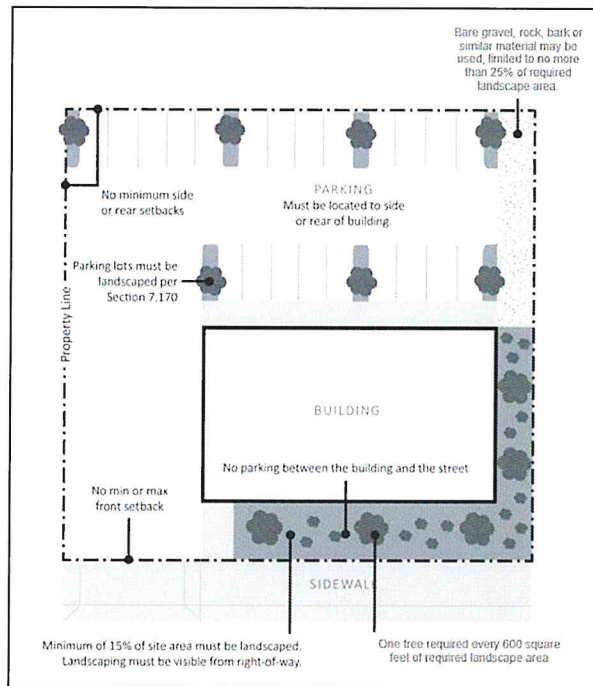


F. Section 14.152.B.1, Development Standards, Setbacks, West Gateway Subarea, states *“The following development standards apply to development in the Uniontown Overlay Zone.”*

*“Setback standards apply only to new development approved as of January 1, 2020 or additions to existing buildings.*

- a. *No minimum or maximum front setback standards apply to developments in the West Gateway Subarea.*
- b. *Where buildings are set back from the street more than 5 feet, the setback area:*
  - 1) *Shall be landscaped according to the standards of Section 14.160; and/or*
  - 2) *Shall include a pedestrian walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.*

**Figure 14.152-1: Building Setbacks in the West Gateway Subarea**



- d. *The maximum setback for yards fronting W Marine Drive in the Uniontown Overlay Zone shall be five (5) feet (see Figure 14.152-2).*
- e. *Allowed Extensions of Maximum Setbacks.*  
*The maximum setback for yards fronting a public right-of-way in the Uniontown Overlay Zone may be extended to 20 feet for up to 50% of the building facade if the setback is used for a walkway, plaza, courtyard, or other pedestrian-oriented amenity or public gathering space.”*

**Finding:** The building is proposed to have a zero setback from the West Marine Drive property line with the porches which are 6’ deep resulting in the main facade at a 6’

setback. The porches would extend over the center of each half of the Pod at about 20' wide each or approximately 50% of each half facade. The City finds that the building has a 6' setback with 50% of the facade at zero setback for decks and covered pedestrian walkway. This criteria is met.



- G. Section 14.155, Underground Utilities in UTO, states *“This provision shall apply only to utility lines to be installed for new construction. Utility lines, including, but not limited to, electricity, communications, street lighting and cable television, shall be required to be placed underground. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets may be placed above the ground, and shall be screened by sight obscuring fences and/or dense landscape buffers. The Design Review Committee may waive the requirements of this section if topographical, soil, or other conditions make such underground installations or screening of above ground equipment unreasonable or impractical. The applicant shall make all necessary arrangements with the serving utility or agency for underground installations provided hereunder; all such installations shall be made in accordance with the tariff provisions of the utility, as prescribed by the State Public Utilities Commission.”*

Finding: Utilities are proposed to be installed below grade. The final location of above ground equipment would be determined when the civil plans are completed. These equipment units would be screened from view if allowed by the utility company. The final design and location of the above ground equipment units with allowable screening shall be reviewed and approved by the planner prior to issuance of the building permit (Condition 3).

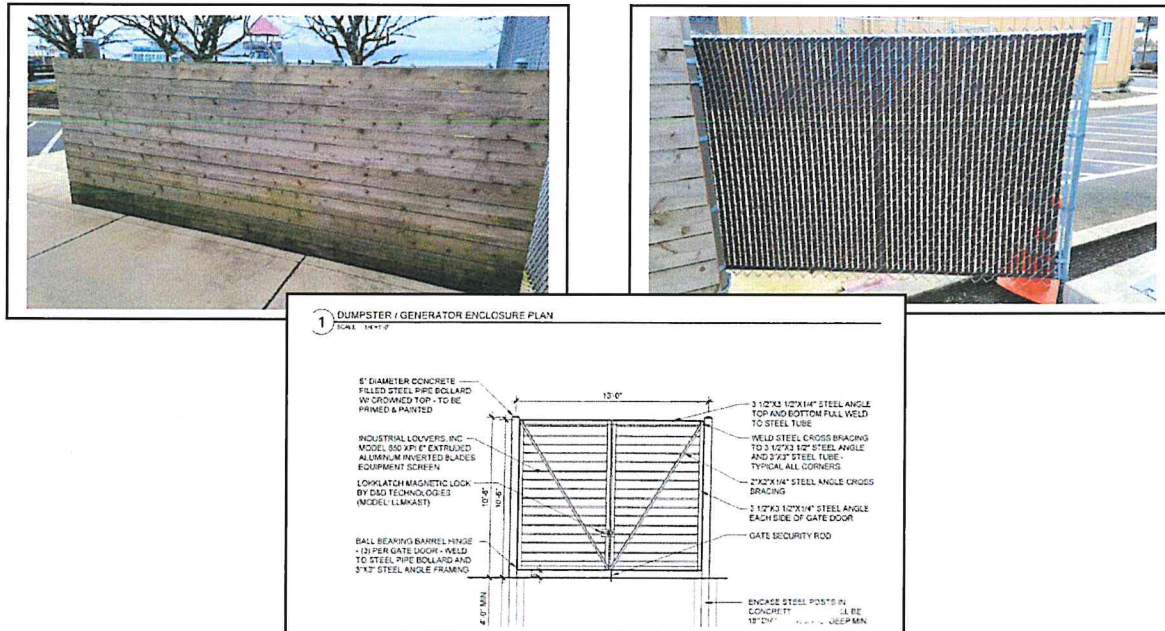
- H. Section 14.158.A, Design Standards and Guidelines for UTO, Applicability and Review, states *“The following design standards and guidelines apply to all new construction or major renovation, where “major renovation” is defined as construction valued at 25% or more of the assessed value of the existing structure. Applications in the Uniontown Overlay Zone shall be reviewed in a public design review process subject to the standards and guidelines in Sections 14.145 to 14.163. . .”*

Finding: The proposal is for new construction. The site is located within the West Gateway Subarea of the Uniontown Overlay Zone. The City finds that the Design Standards and Guidelines for UTO are applicable to this request.

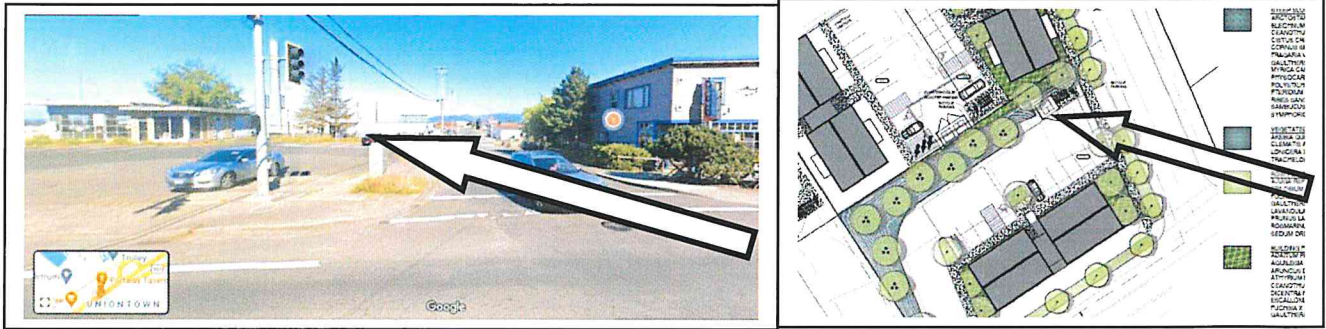


- I. Section 14.158.B.1, Design Standards and Guidelines for UTO, Building Style and Form, Standards for All Uses, states
- a. *Projecting wall-mounted mechanical units are prohibited where they are visible from a public right-of-way or the River Trail. Projecting wall-mounted mechanical units are allowed where they are not visible from a public right-of-way or River Trail.*
  - b. *Solid waste disposal, outdoor storage, and utility and mechanical equipment shall be enclosed and screened from view (Figure 14.158-1). A cover shall be required if screened items can be viewed from above. Rooftop equipment shall be screened from view by a parapet wall, a screen made of a primary exterior finish building material used elsewhere on the building, or by a setback such that it is not visible from adjacent properties and rights-of-way up to approximately 100 feet away. Also see Section 3.215, Outdoor Storage Areas and Enclosures.”*

**Finding:** There will be no rooftop mechanical equipment. One solid waste disposal enclosure is proposed on the northeast corner of the improved portion of the lot. It would have concrete support posts with metal framing. The dimensions are 13' deep x 20' wide x 5.5' tall and includes recycle and trash. It would have cedar sides with slatted cyclone fencing on the gates.



Cedar walls would be similar to the optional board and batten design. The cyclone metal gates would have a similar appearance as the metal cargo container units and would be utilitarian. The proposed location would be highly visible from the West Marine and Portway intersection. The applicant is proposing landscaping along Portway including street trees. The use of street trees would need to be reviewed and approved by the City Engineer. However, with the location of the enclosure at the driveway on Portway, the enclosure would be visible from the intersection and from the historic Portway building. Therefore, the design of the enclosure shall be compatible with the Pod 1 building material as conditioned.



Development Code Section 3.215, Outdoor Storage Area Enclosures, requires that if an enclosure is visible from another property or right-of-way, that it shall have a cover. The final design of the enclosure may need to change to comply with sections of the Code other than the design review criteria. The enclosure shall contain a roof and be designed to meet Section 3.215. With the need for additional design changes to meet the Outdoor Storage Area Enclosure code, the applicant shall submit a revised enclosure design for review and approval of the Planner prior to issuance of a building permit for the project (Condition 7). If there are substantial design changes, it would be brought back to the DRC for review and approval.

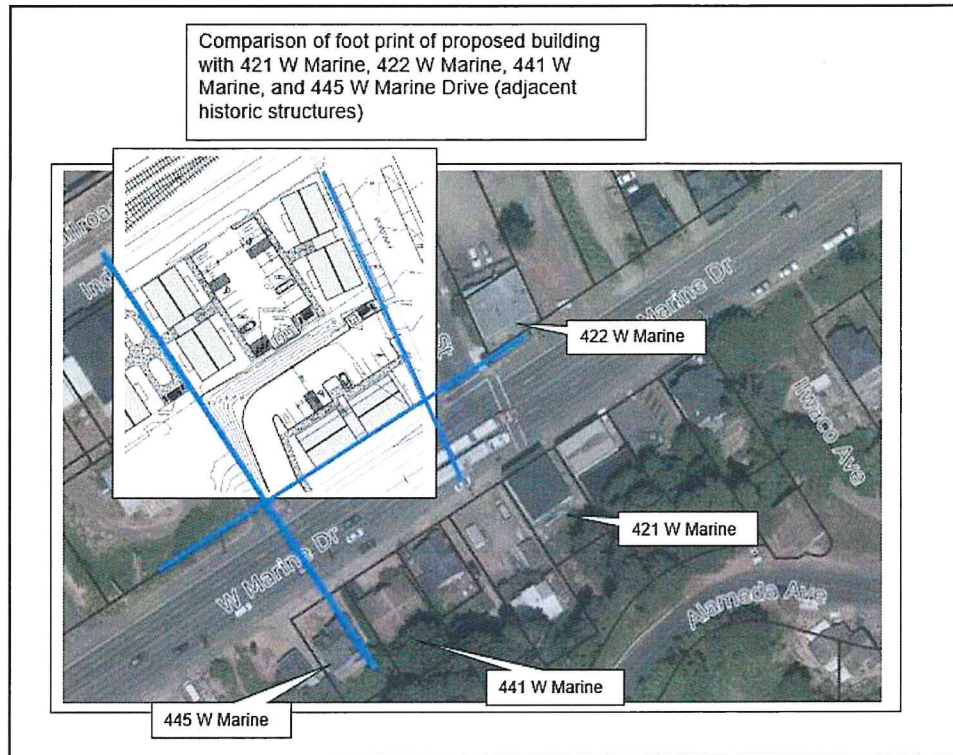
J. Section 14.158.B.2, Design Standards and Guidelines for UTO, Building Style and Form, Guidelines for All New Construction, states

“a. *The design of new construction should respect significant original characteristics, scale and massing of adjacent structures that are visible from the public right-of-way within three blocks of the development site. Buildings should be designed so that they are not substantially different in character from adjacent structures, in terms of size, mass, or architectural form. Also see Section 14.002.C, Resolving Conflicts within the Code.*”

Finding: Pod 1 would be three-stories tall at 30' with a flat roof and a “pop-up” room with a hip roof for a total height of 42.5'. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 33' x 90' (2,970 sqft). It would be located on a 15,750 square foot lot resulting in a lot coverage of less than 20%. There will be a parking area behind the building and substantial landscaping of approximately 32% of the lot.

The adjacent historic structures' dimensions are as follows with a comparison aerial developed by staff. The adjacent non-historic structures have similar dimensions. The blue lines on the aerial show how the site plan matches with the existing property lines.

- 421 W Marine - 36' x 45' (1,620 sqft) - 2.5 stories
- 422 W Marine - 38' x 45' (1,710 sqft) - 2 stories
- 441 W Marine - 38' x 42' (1,662 sqft) - 1.5 stories
- 445 W Marine - 34' x 31' (968 sqft) - 1.5 stories

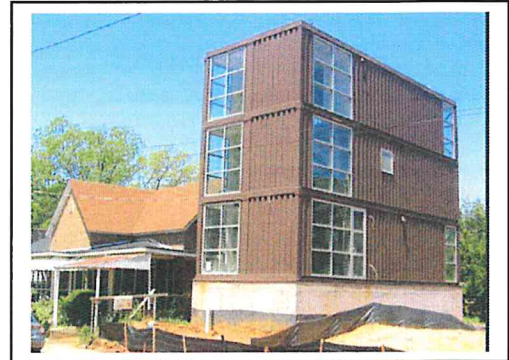


Other buildings along West Marine visible from Pod 1 site range from 1 to 2 stories tall with some three-story residential structures to the west across West Marine Drive but not adjacent to the site. The footprint sizes of the older structures range from 850 sqft to approximately 1,850 sqft with the Fast Lube at approximately 2,600 sqft. Buildings in this block are built close together creating a visually tight streetscape without large areas of open space between buildings on the south side of West Marine except for one building directly across from Pod 1 site with the building built to the south end of the lot and parking area in front. The applicant has proposed a design that would separate the two cargo unit buildings with a partially enclosed central staircase that is intended to break up the facade of the building. The City finds that with the tight development of the existing buildings along W Marine, the larger lot for Pod 1 with additional open space, and the separation of the building components with a central staircase, that the scale and mass of the building may be compatible with the neighborhood with a lower height as noted above.



The proposed three stories with a flat roof at 30' is higher than the height of the adjacent structures. It would be one story (10') higher than Portway and approximately one story (approximately 5' to 10') higher than 421 W Marine. With the additional mass of the building at 70% larger than the adjacent structures, the height difference increases the impact of the scale of the building.

This photo shows the visual impact of three stacked cargo units (with a foundation) adjacent to a 1.5 story building. The proposed project would be three tall, two deep, and two wide adding to the overall mass of the structure.

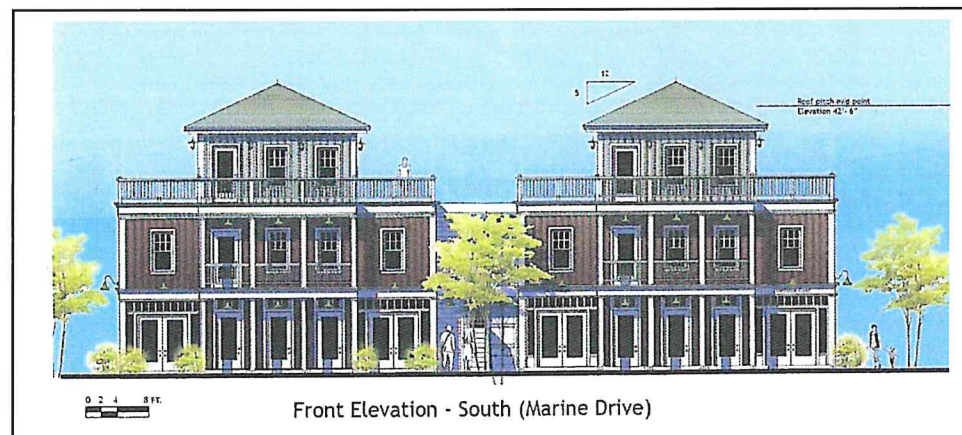


With the elimination of the pop-up, the City finds that the overall height / scale of the building is still higher and more massive than the adjacent structures.



Appearance without pop-up

If the building were reduced to two floors with or without the pop-up, the height / mass / scale of the building would be compatible with the other structures within the three-block visual corridor. Therefore, based on the above discussion, the City finds that the building shall be reduced to two floors with or without the pop-up (Condition 5).



The building would be rectangular which is compatible with the square and rectangular architecture of the adjacent buildings and neighborhood. The

proposed three stories is not similar to the architectural form of the 1, 1.5, and 2 story height of adjacent buildings which is a primary visual architectural element of the area. The City finds that the proposed architecture is not substantially different than the architectural form of the neighborhood with the condition that the building be reduced to two floors with or without the pop-up (Condition 5).

- “b. *New construction should respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way within three blocks of the development site. Also see Section 14.002.C, Resolving Conflicts within the Code.*”

Finding: The material proposed for Pod 1 is cargo container boxes of structural corrugated ribbed CorTen steel. CorTen steel is a high strength weathering steel widely used in cargo shipping containers. The word "CorTen" is the trademark name given to a weathering steel alloy material originally produced by United States Steel. Weathering steel is not 100% rustproof, if water is allowed to accumulate in pockets, those areas may experience higher corrosion rates, unless provisions for drainage are made. CorTen Steel has an increased resistance to atmospheric corrosion. The layer protecting the surface develops and regenerates continuously when subjected to the influence of weather; the steel is allowed to rust in order to form the protective coating. The applicant proposes to paint the steel exterior. The applicant has submitted several examples of this type of construction which is attached.

The units have a vertical ribbing similar to corrugated steel panels (see the attached photo examples provided by the applicant). Section 14.158.F.1.a of the UTO which will be addressed later, specifically prohibits corrugated metal clad siding. However, the DRC finds that the cargo unit material is structural and not “clad siding”.

The cargo units would be stacked three high and two deep. As noted above, there would be belt courses and vertical detailing between the floors and units. Pod 1 would be located on the higher elevation on West Marine Drive at the same elevation as Portway Tavern and would be a highly visible building in the historic streetscape. Most buildings along West Marine Drive consist of wood horizontal siding, shingles, weatherboard, and vertical skirting. There is a board and batten contemporary Fast Lube facility to the west of Pod 1 site. Some metal buildings in the Port area are visible at times from various angles in the area.



The applicant submitted several examples of cargo container housing. All of their examples are in an attached document with their application. These three examples show various types including one with applied siding.



Encinal-container-apartments in San Antonio TX



Shipping Container Apartments -Huntsville TX



Shipping Container Apartments Example with applied siding

The buildings along West Marine Drive do not have vertical metal siding; however, there are metal buildings in the Port area to the north. Applicant has submitted an alternative cargo container that is not ribbed and has vertical lines of rivets. The DRC finds that the smooth metal surface would not meet the requirements of Section 14.158.F.1.b that prohibit “panels that are poorly detailed or do not have detailing.” Applicant has also indicated that alternative siding may be applied to the cargo container unit, such as wood or fiber cement board and batten.



Alternate metal cargo unit submitted by applicant



Example of board and batten submitted by applicant

At its March 16, 2021 meeting and adoption of Findings on April 20, 2021, the HLC found that the overall appearance of the painted cargo container units would be similar to the vertical design of board and batten. While visible from the historic Portway Tavern and West Marine Drive historic streetscape, the location on the edge of the industrial area of Portway and Industry Streets adds to the “transition” from the historic streetscape of West Marine Drive to the industrial nature of the Port at Industry. Therefore, the HLC found that the use of CorTen steel, vertical ribbed cargo container units is compatible with the wood siding of the adjacent historic properties. The HLC also found that due to the highly visible location, that Pod 1 could have a wood or fiber cement board and batten siding. The applicant has submitted a board and batten design option which would be compatible as not all buildings in a historic streetscape need to have horizontal siding. The HLC found that the board and batten design would allow the building to be visually part of the larger development which would be constructed of the vertical ribbed metal containers but with a material more consistent with the historic structures in this area.

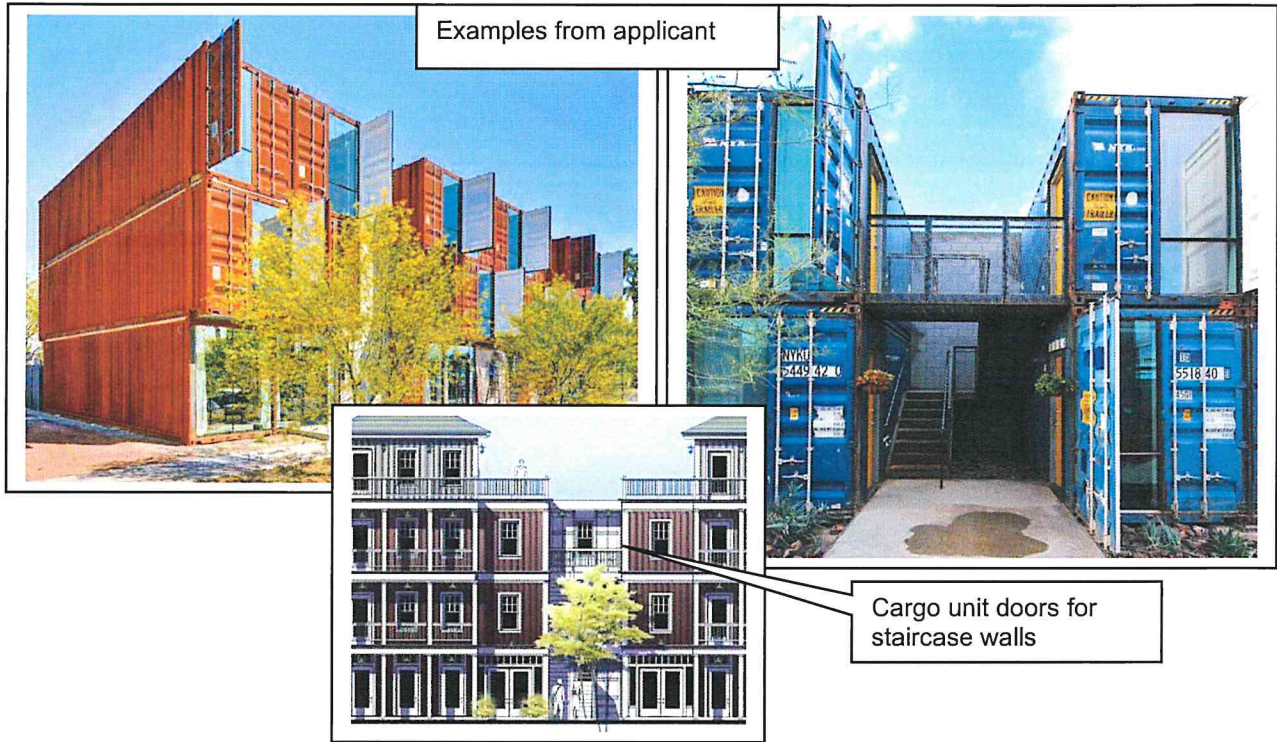
Section 14.158.F.1 of the UTO which will be addressed later in this report prohibits the use of corrugated metal as cladded siding/wall material. While this is a City Code applicable to this project, the HLC could not take it into consideration as it was not criteria within their jurisdiction.

This criteria for DRC review requires that *“New construction should respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way within three blocks of the development site.”*

There are metal buildings in the visible Port area, therefore, the DRC finds that the use of CorTen steel, vertical ribbed cargo container units does respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way within three blocks of the development site.

The applicant has submitted a board and batten design option which would be compatible as not all buildings in a historic streetscape need to have horizontal siding. The DRC finds that the Port area has metal buildings and that the metal ribbed cargo container units would respect the metal and wood composition of the neighborhood streetscape.

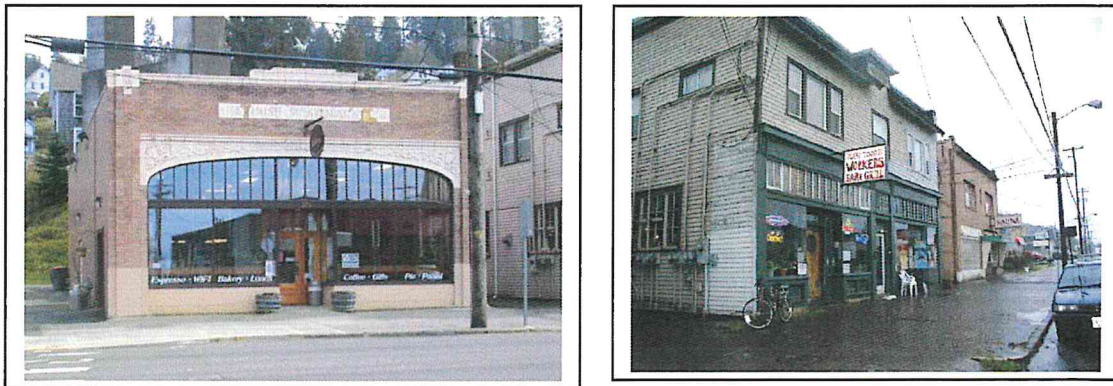
The walls of the central staircase would be the cargo container unit doors with existing cargo door locking hardware remaining. The cargo doors shall be painted to remove the shipping and other printed information on the doors (Condition 2).



Therefore, the City finds that if the doors are painted to remove the shipping and cargo unit information (Condition 2), the staircase walls would respect significant characteristics of composition and material of adjacent structures that are visible from the public right-of-way within three blocks of the development site

- “c. *Building forms should be simple single geometric shapes, e.g. square, rectangular, triangular (Figure 14.158-2).*

***Figure 14.158-2: Geometric Building Form”***





Finding: The building would be 33' x 90' rectangle with simple geometric shape to the building including a square / rectangular pop-up area. The City finds that the proposed building meets this criteria.

K. Section 14.158.B.4, Design Standards and Guidelines for UTO, Building Style and Form, Standards for Non-Industrial Uses states

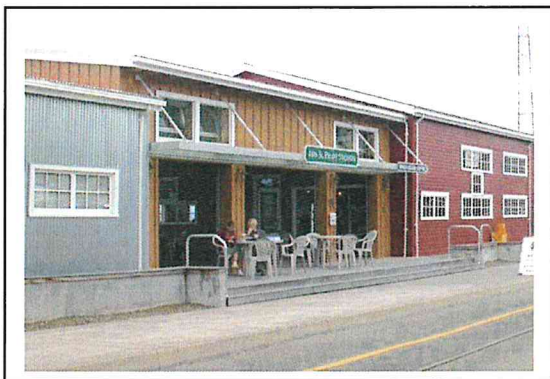
“a. *Facade Variation.*

*All non-industrial buildings shall incorporate design features such as offsets, balconies, projections, window reveals, or other similar elements to preclude large expanses of uninterrupted building surfaces in areas which are visible to the public. Design features shall occur at a minimum of every 30 feet for all building facades visible from a public right-of-way or River Trail. (Figure 14.158-3)*

*The facade shall contain at least two (2) of the following features:*

- 1) *Recess (e.g., deck, patio, courtyard, entrance, or similar feature) that has a minimum depth of six (6) feet;*
- 2) *Extension (e.g., floor area, deck, patio, entrance, or similar feature) that projects a minimum of two (2) feet and runs horizontally for a minimum length of four (4) feet;*
- 3) *Offsets or breaks in roof elevation of two (2) feet or greater in height;*
- 4) *Outdoor seating area, plaza, or other interactive landscaped area adjacent to the building that is specifically identified and/or covered, and approved by the review authority; and/or*
- 5) *Other similar facade variations approved by the review authority.*

**Figure 14.158-3: Facade Variation”**



Finding: The building would be 33' x 90' composed of two 33' x 40' sections with a 33' x 10' central stairway. There would be a 6' deep porch on all floors in the central portion of each half of the building at approximately 20' wide or 50% of that portion of the building on both the north (front) and south (rear) elevations. The central stairway is slightly recessed. The roof line is flat the full

width of the building with two pop-up features that create a variation in roof height of greater than 2' difference.



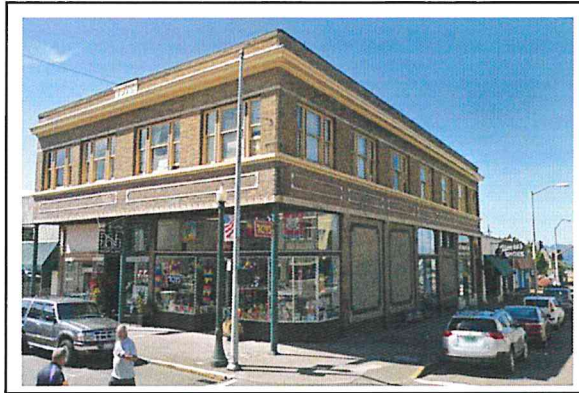
As noted earlier, it is recommended that the building be reduced to two stories with or without the pop-up. If the building is reduced and the pop-up is not included, there would be no difference in roof line. The code requires two facade variation elements. The 6' deep deck/porch would be one, and if the pop-up is used, that would be two. However, if the pop-up is removed, another feature should be added. The 6' deep setback with the covered decks/porches provides an opportunity for some *“Outdoor seating area, plaza, or other interactive landscaped area adjacent to the building. . .”* The City finds that the deck/porch and pop-up roof line meet this criteria but if the pop-up roof is removed, then the applicant shall submit a design for outdoor seating, plaza, or interactive landscaped area adjacent to the building or propose one of the other design features noted in Section 14.158.B.4.a, and that the design be reviewed and approved by the Planner prior to issuance of the building permit (Condition 8).

b. *Base, Middle, and Top of Building.*

*All non-industrial buildings shall have a clear and distinct base, middle and top to break up vertical mass (Figure 14.158-4). All facades visible from a right-of-way or River Trail shall utilize horizontal bands and/or changes in color, material, form and/or pattern to differentiate the base, middle, and top of the building, subject to the following requirements:*

- 1) *Horizontal bands or other changes in pattern or material shall be a minimum of 8 inches high (the length of a standard brick) and shall project a minimum of one (1) inch from the building face.*
- 2) *Changes in building massing and form may also be used to differentiate a building's base, middle, and top. This may include architectural setbacks or projections, measuring a minimum of three (3) inches.*

**Figure 14.158-4: Base, Middle & Top of Building**



Finding: There would be horizontal bands at each floor (cargo unit) creating the base, middle, and top of building design. The bands shall be a minimum of 8" high and project a minimum of 1" from the building face (Condition 9). The City finds that this criteria is met.

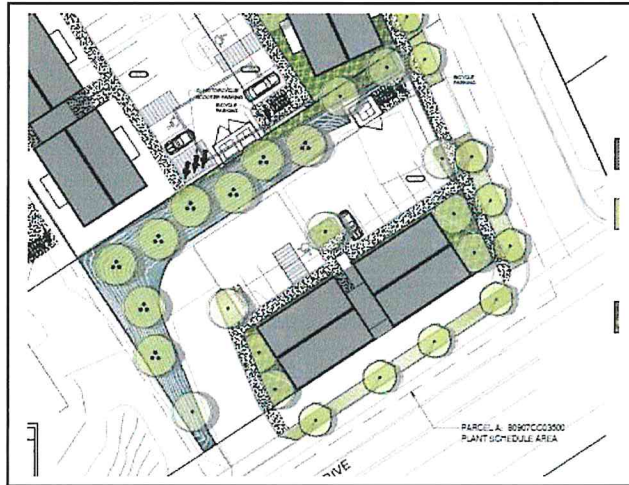
c. *Parking Location.*

*Parking and vehicle maneuvering areas shall not be located between the front building facade and the front property line, or between a building facade facing the River Trail and the property line adjacent to the River Trail.*

*Parking shall be permitted between a building and an interior lot line that is not a rear lot line, provided the following standards are met:*

- 1) *Where surface parking or maneuvering areas are located adjacent to a right-of-way or the River Trail, a minimum 5-foot-wide landscaped strip shall be provided between the parking and maneuvering area and the right-of-way or River Trail. The landscaped strip shall be planted with trees spaced not more than 30 feet on center and with a mix of shrubs and ground cover. Additional standards for landscaping in parking areas are found in Section 3.120, 7.170, and 14.120.B.*
- 2) *Parking and maneuvering areas, including accessways and driveways, must not exceed 40 percent of a lot frontage."*

Finding: Parking is proposed in the rear of the property. There shall be a 5' wide minimum landscaping strip between the parking area and right-of-way (Condition 10). Street trees are proposed but would need to be approved by the City Engineer and/or ODOT. The lot is 150' wide along West Marine Drive and the driveway would be tentatively 25' wide which is approximately 17% of the lot frontage. As conditioned, the City finds that this criteria is met.



- L. Section 14.158.B.5.a, Design Standards and Guidelines for UTO, Building Style and Form, Guidelines for Non-Industrial Uses, Compatibility with Historic Buildings, states
- “1) *The massing, scale, and configuration of non-industrial buildings should be similar to historic structures that are visible from the public right-of-way within three blocks of the development site.*
  - 2) *Non-Industrial buildings should be compatible with the vertical proportions of historic facades and the simple vertical massing of historic structures that are visible from the public right-of-way within three blocks of the development site.*
  - 3) *The location, size, and design of windows and doors in non- industrial buildings should be compatible with historic structures visible from the public right-of-way within three blocks of the development site.*
  - 4) *Development should be designed so that structures are not substantially different in character from adjacent buildings, in terms of size, mass, or architectural form.”*

As noted above, Section 14.147.B, Uniontown Overlay, Applicability and Review Procedures, Historic Design Review states *“When a development proposal is required to be reviewed by the Historic Landmarks Commission due to its proximity adjacent to a designated historic building, structure, site, or object, the Historic Landmarks Commission shall include review of the Uniontown Overlay sections relative to historic compatibility. If the proposed development is not “adjacent” to a historic property (as defined in Section 1.400) and not subject to review by the Historic Landmarks Commission, then the historic review of the Uniontown Overlay Zone shall be completed by the Design Review Commission.”*

**Finding:** As noted above, the request required review by the HLC and therefore the HLC reviewed Section 14.158.B.5.a. At its April 20, 2021 meeting, the HLC approved the request with several conditions. The HLC found that the proposed building did comply with this Code Section with the following conditions relevant to this criteria:

1. If a fiber cement material is visibly used on Pod 1 or Pod 2, it shall be smooth and not textured.
2. The cargo container unit doors for the central staircase shall be painted to match and/or complement the main structure color removing any shipping information.
4. The outdoor storage area enclosure for Pod 2 shall contain a roof and be designed to meet Section 3.215. The final design shall be reviewed and approved by the Planner prior to issuance of a building permit for the project. Section 6.050.D.2.I allows a Type 2 review by the Planner for the design of storage enclosures. However, if there are substantial design changes, it could be brought back to the HLC for review and approval.
5. Pod 1 may be sided with exposed painted CorTen steel cargo units or may be sided with wood or fiber cement board and batten.
6. If Pod 1 is sided with board and batten, the central staircase walls shall not be uncovered cargo doors and shall be vertical or horizontal wood or fiber cement siding painted to match or complement the siding color or be constructed of some other design reviewed and approved by the Planner to differentiate it from the mass of the two separate parts of Pod 1.
7. Pod 1 shall be reduced to two floors with or without the additional pop-up feature.
8. If the pop-up feature is constructed on Pod 1, it shall be enlarged north to south as viewed on the side elevation to line up with the vertical lines of the architecture similar to the proportions as viewed from the front, south elevation.

The DRC finds that this criteria is met as conditioned by the HLC based on the Findings of Fact adopted April 20, 2021.

M. Section 14.158.C, Design Standards and Guidelines for UTO, Roof Form and Materials, states

- “1. *Roof Form Standards for All Uses.*  
*The following roof forms are prohibited:*
  - a. *False mansard or other applied forms; and*
  - b. *Dome skylights.*
2. *Roof Materials Standards for All Uses.*
  - a. *Buildings shall be constructed or reconstructed with one of the following roofing materials:*
    - 1) *Cedar shingle (Figure 14.158-5);*
    - 2) *Composition roofing (Figure 14.158-5); or*
    - 3) *Materials cited in Section 14.158.C.4 or Section 14.158.C.6.*

- b. *The following roofing materials are prohibited for all types of buildings:*
    - 1) *High profile standing seam metal roof (Figure 14.158-6); and*
    - 2) *Brightly colored roofing material.*
  - c. *Roofing materials shall be gray, brown, black, deep red, or another subdued color.*
3. *Roof Form Standards for Non-Industrial Uses*  
*Buildings for non-industrial uses shall include one of the following roof forms:*
- a. *Single gable with low pitch; or*
  - b. *Repetitive gable with steep pitch; or*
  - c. *Flat or gable roof behind parapet wall (Figure 14.158-7).*
4. *Roof Materials Standards for Non-Industrial Uses.*  
*Buildings for non-industrial uses shall be constructed or reconstructed with one of the following roofing materials:*
- a. *Materials cited in Section 14.158.C.2; or*
  - b. *Built-up roofing materials.”*
- “7. *Roof Form Guidelines for Non-Industrial Uses, states “Buildings for non-industrial uses may also include the following roof forms or features:*
- a. *Structural skylights*
  - b. *Shallow eaves behind parapet wall”*

Finding: The main roof is proposed to be flat with a walkable deck roofing material to allow for outdoor use on the roof. Alternately depending on the access to the roof area, it may be low standing seam metal, corrugated metal, or standard 3-tab asphalt shingle. If standing seam roof is used, it shall be a low standing seam (Condition 12). The pop-up roof would be a 5:12 pitch hip roof of architectural composition shingles or a low standing seam metal material, both in a dark green color. No skylights or shallow eaves with parapet are proposed. Therefore, as conditioned, the City finds that the roof form and material comply with this criteria.

- N. Section 14.158.D, Design Standards and Guidelines for UTO, Doors, states
- “1. *Standards for All Uses.*  
*The following types of doors and door treatments are prohibited:*
    - a. *Automatic sliding doors;*
    - b. *Primary entry doors raised more than three feet above sidewalk level;*
    - c. *Doors flush with building facade;*
    - d. *Clear anodized aluminum frames; and*
    - e. *Reflective, opaque, or tinted glazing.*
  - 2. *Guideline for All Uses.*  
*Building lighting should emphasize entrances.*
  - 3. *Standards for Non-Industrial Uses.*

- a. Solid metal or wood doors with small or no windows are prohibited.
  - b. Doors with a minimum of 50% of the door area that is glass are required.
4. Guidelines for Non-Industrial Uses.
- a. Doors should be recessed (Figures 14.158-10 and 14.158-11).
  - b. Large cafe or restaurant doors that open the street to the interior by pivoting, sliding, or rolling up overhead are encouraged (Figure 14.158-10).
  - c. Well-detailed or ornate door hardware is encouraged (Figure 14.158-11).
  - d. Contemporary hardware should be compatible with the design of the door.
  - e. Transom, side lites, or other door/window combinations are encouraged (Figure 14.158-11).
  - f. Doors combined with special architectural detailing are encouraged.
  - g. Double or multiple door entries are encouraged (Figure 14.158-11)."

**Finding:** Entry and deck doors will be a fiberglass composite door with a full center lite. Dimensions are 7'-0" H x 3'-0" W. Doors contain more than 50% glass area, are at grade level on first floor. Ground floor commercial spaces would include transoms above the doors. There would be contemporary metal door hardware that would meet ADA requirements. Use of transoms over doors is encouraged. All doors would be outswing with no sliding doors. Some of the commercial units on the first floor would have double doors.



The cargo units are approximately 16' deep each. Due to the depth of each cargo unit, the doors are not proposed to be inset more than the depth of the siding and cargo unit and therefore would be almost flush with the facade. Each commercial unit is approximately 600 sqft (20' x 33') with two units per cargo unit. With four ground floor cargo units, that is a total of 8 commercial spaces. To inset a door to the standard 3' depth to prevent the door from opening into a pedestrian walkway, would require approximately 10 sqft loss of interior space per door and would require creative interior floor plan design to make the units useable. The prohibition of doors flush with the building facade is a standard, not guideline. However, the code does not state how deep the inset must be.

The examples below show doors at various insets. The center photo shows approximately a 3' inset while the one on the right is approximately 1' inset. Therefore, the DRC finds that if the ground floor commercial doors are inset at least 1', it would comply with the intent of Section 14.158.D.1.c (Condition 13) to provide variety to the facade.



Therefore, the City finds that the proposed doors as conditioned meet this criteria.

O. Section 14.158.E.1 and 14.158.E.2, Design Standards and Guidelines for UTO, Windows, states

“1. Coverage Standards for All Uses.

a. All building facades visible from a public right-of-way or the River Trail shall have windows or other openings in the facade, except as noted in subsection E.1.b of this section. Blank walls on any facades visible from the right-of-way or River Trail for any type of use are prohibited.

b. Exception for elevator shafts.

An exception to the window coverage percentage standard may be allowed for the portion of a building facade that includes an elevator shaft with the inclusion of architectural detail / design features in amounts



*equal to the minimum window coverage requirement. Such architectural details shall include but not be limited to a change in material, horizontal projections, engaged columns or pilasters, belt course, moldings, clock, or other similar features to avoid blank walls.*

2. *Design Standards for All Uses.*

- a. *Window detailing. Windows shall have casings/trim, sills, and crown moldings. Window detailing shall meet the following requirements.*
- 1) *Casings/trim shall have minimum dimensions of 5/4 inch x 4 inch and shall extend beyond the facade siding. Exceptions may be granted.*
  - 2) *Windows shall be recessed a minimum distance of two (2) inches from the facade siding surface to ensure a shadow line/effect.*
  - 3) *The bottom of the sill shall be a minimum of 18 inches above the ground or floor elevation.*
- b. *Window types. Windows shall be one of the following types:*
- 1) *Ground floor windows that provide a view into the use, whether fixed or operable;*
  - 2) *Upper story windows that open into the interior of the building;*
  - 3) *Transom windows, fixed or operable, located above doors or windows directly below them;*
- c. *The following types of windows or window treatments are prohibited:*
- 1) *Residential-styled window bays;*
  - 2) *Half-round windows;*
  - 3) *Tinted and/or reflective glass;*
  - 4) *Sliding windows;*
  - 5) *Vinyl windows; and*
  - 6) *Blocked-out windows; and*
  - 7) *Windows that extend beyond the plane of the building facade.”*

Section 14.158.E.4.a, and 14.158.E.4.c, Design Standards and Guidelines for UTO, Windows, Coverage Standards for Non-Industrial Uses, states

“a. *West Gateway Subarea.*

*At least 40% of the ground-floor facades of non-industrial uses visible from a right-of-way and/or River Trail shall be covered by windows. At least 30% of the upper-floor facades visible from a right-of-way and/or River Trail shall be covered by windows, except as noted in subsection E.4.c of this section.”*

“c. *Exception for elevator shafts.*

*An exception to the window percentage may be allowed for the portion of a building facade that includes an elevator shaft with the inclusion of architectural detail / design features in amounts equal to the minimum*

*window coverage requirement. Such architectural details shall include but not be limited to change in material, horizontal projections, engaged columns or pilasters, belt course, moldings, clock, or other similar features to avoid blank walls."*

Finding: Windows are proposed on all elevations. They would be single-hung Fibrex composite material; exterior/interior muntins in a 6/1 configuration; dimensions are 2'8" W x 5'.0" H. Windows would have wood casings with a dimension of 4" W x 1 ¼" D. Windows will be recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange welded onto the wall at the interior, where the windows will be set.



All four sides of the building have similar placement and size of windows. The calculation for window/opening percentage was done for the south, front elevation as an example for the entire building. There are less doors on the other first floor elevations, but there are windows in each of the sections where a door is located on the front elevation.

On the ground 1st floor, the doors with full lite including casing and transoms are 3.6' x 9.5' (34.2 sqft) (7 doors = 239.4 sqft). This results in approximately 59.9% glass/door coverage on the ground floor. The "guideline" is for 40% on ground floors.

The second floor of each half of the building is 10' x 40' (400 sqft). Windows including casing are 3.1' x 5.6' (17.36 sqft) (four windows = 69.44 sqft) and doors including casing are 3.6' x 7.3' (26.3 sqft). This results in approximately 24% window/glass door coverage on the second floor. The "guideline" is for 30% on upper floors.

The intent of this code is to avoid blank walls or walls with little to no openings. The placement and size of the proposed windows and doors is typical of buildings in this area and are proportional with the building design. The combined opening coverage for both floors is approximately 38.6%

The DRC finds that the proposed size and location of windows/openings meets the intent of this "guideline" and since it is not a "standard", that the percentages meet this criteria.

P. Section 14.158.E.3, Design Standards and Guidelines for UTO, Windows, Design Guidelines for All Uses, states

- a. *Windows, including transoms on existing buildings, should retain their original size and location as part of renovation activities.*
- b. *Windows that open by pivoting, casement, single hung, or other shuttering are encouraged.*
- c. *Painted wood or stucco panels or tile clad panels below windows are encouraged (Figure 14.158-13).*
- d. *Clear glass is encouraged.*
- e. *True divided lites are encouraged (Figure 14.158-13). Simulated divided lites shall have exterior muntins to create exterior shadow lines.*
- f. *Boldly articulated window and storefront trim are encouraged."*

Finding: Windows are proposed to be single hung and will have simulated divided lites with internal and external applied muntins. The DRC finds this criteria is met.

Q. Section 14.158.F.1, Design Standards and Guidelines for UTO, Siding and Wall Treatment, Standards for All Uses, states *"The following types of siding and wall materials and treatments are prohibited:*

- a. *Cladding materials such as corrugated metal panels or spandrel glass;*
- b. *Panels that are poorly detailed or do not have detailing;*
- c. *Neon or other fluorescent colors;*
- d. *Bright or primary wall colors for the entire wall surface;*
- e. *Flagstone, simulated river rock, or other similar veneer cladding;*
- f. *Painted brick; and*
- g. *Non-durable materials such as synthetic stucco or shingles at the ground floor.*
- h. *Textured fiber cement siding. Smooth fiber cement siding is allowed."*

Finding: As noted above, the structure is proposed to be vertical ribbed CorTen steel cargo container units. The word "CorTen" is the trademark name given to a weathering steel alloy material originally produced by United States Steel. Cargo container units are constructed of rolled steel that is cut and corrugated to improve its strength. "Corrugated" refers to a repeating pattern or series of ridges or waves. The units have a vertical ribbing similar to corrugated steel panels (see the attached photo examples provided by the applicant). Corrugated metal cladded siding is prohibited under this "standard" and may not be used within the UTO area. However, the DRC finds that the Code refers to cladded siding or panel material and that the vertical ribbed corrugated cargo

units are the structural elements and not cladding or panel system applied to the structure.

The DRC finds that the vertical ribbed corrugated CorTen steel cargo unit structural material is allowed.

R. Section 14.158.F.2, Design Standards and Guidelines for UTO, Siding and Wall Treatment, Guidelines for All Uses, states

- “a. Variations in wall cladding materials and patterns consistent with historic patterns are encouraged (Figure 14.158-14).*
- b. Natural or subdued building colors are encouraged (Figure 14.158-14).*
- c. Bright colors may be used for accent trim, not to exceed 15% of the area of any facade.*
- d. Durable materials such as brick, stucco, granite, pre-cast concrete, board and batten, or horizontal wood siding should be used (Figure 14.158-14). These materials include galvanized corrugated metal on buildings for industrial uses.*
- e. Architectural wall features such as belt courses, pilasters, and medallions are encouraged.”*

Finding: There will be belt courses between floors, corner boards, and vertical trim boards along the facades.

The buildings are proposed to be painted a rich deep-red reminiscent of the other red industrial buildings in the area with a trim/accent color of an off-white. Any cargo unit shipping or identification information shall be removed and/or painted to hide (Condition 2).

As conditioned, the DRC finds this criteria is met.

S. Section 14.158.G, Design Standards and Guidelines for UTO, Awnings.

Finding: Not applicable as no awnings are proposed.

T. Section 14.158.H, Design Standards and Guidelines for UTO, Lighting, states

- “1. Standards for Lighting Types and Treatments for All Uses.  
The following lighting types or treatments are prohibited:*
  - a. Neon silhouette accent lighting;*
  - b. Fluorescent tube lighting;*
  - c. Security spotlight;*
  - d. Signs lit by lights containing exposed electrical conduit, junction boxes, or other electrical infrastructure; and*
  - e. Up-lighting that shines into the sky or light that shines into other properties or rights-of-way.*
- 2. Standards Regarding Lighting Glare for All Uses.*

All uses shall comply with applicable lighting standards in Section 3.128.

3. **Guidelines Regarding Wall-Washing Light.**  
*Wall-washing lighting fixtures should be concealed and integrated into the design of buildings or landscape walls and stairways (Figure 14.158-16). Wall-washing lighting should be designed to minimize light directed upwards into the night sky.*
  
4. **Guidelines for Lighting Types and Treatments for Non-Industrial Uses.**  
*The following lighting types or treatments are encouraged.*
  - a. *Decorative lighting integrated with architecture.*
  - b. *Historic street lamps along walks and parking lots.”*

**Finding:** Freestanding pole light fixtures are proposed for the site and bollard lights are proposed along pathways. Goose neck pan lighting is proposed on the building, under the porch ceilings, and in the central staircases. This is a common design found along Astoria’s waterfront. No up-lighting or wall washing is proposed.



**D-Series Size 0 LED Area Luminaire**

Specifications

EPA:	0.95 ft <sup>2</sup> (95 cm <sup>2</sup> )
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height:	7" (17.8 cm)
Weight (max):	16 lbs (7.21 kg)

Freestanding pole light fixture

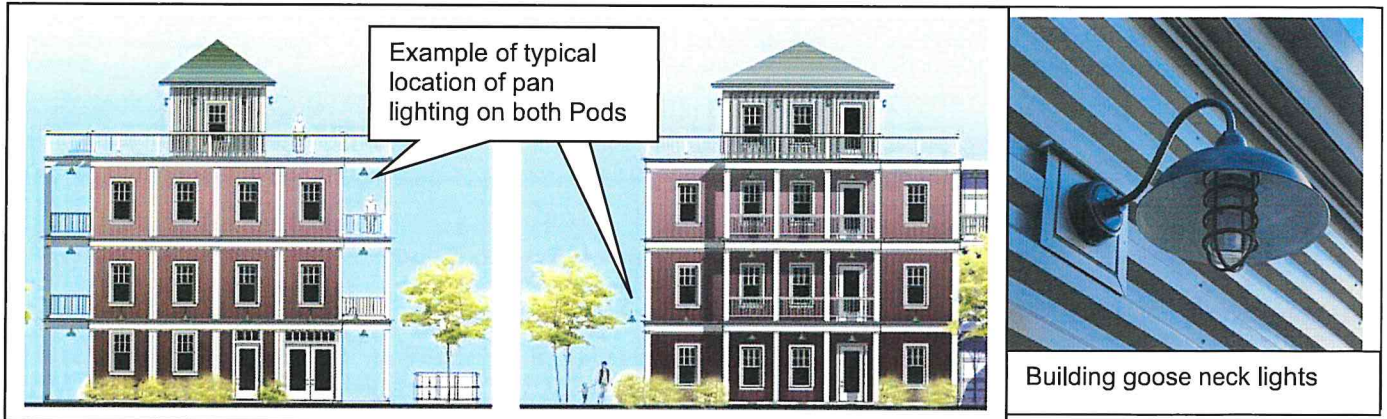
**KBA8 LED LED Specification Bollard**

Specifications

8" Round (20.3 cm)	
Height:	42" (106.7 cm)
Weight (max):	27 lbs (12.25 kg)

**RSA**

ROUND STRAIGHT ALUMINUM



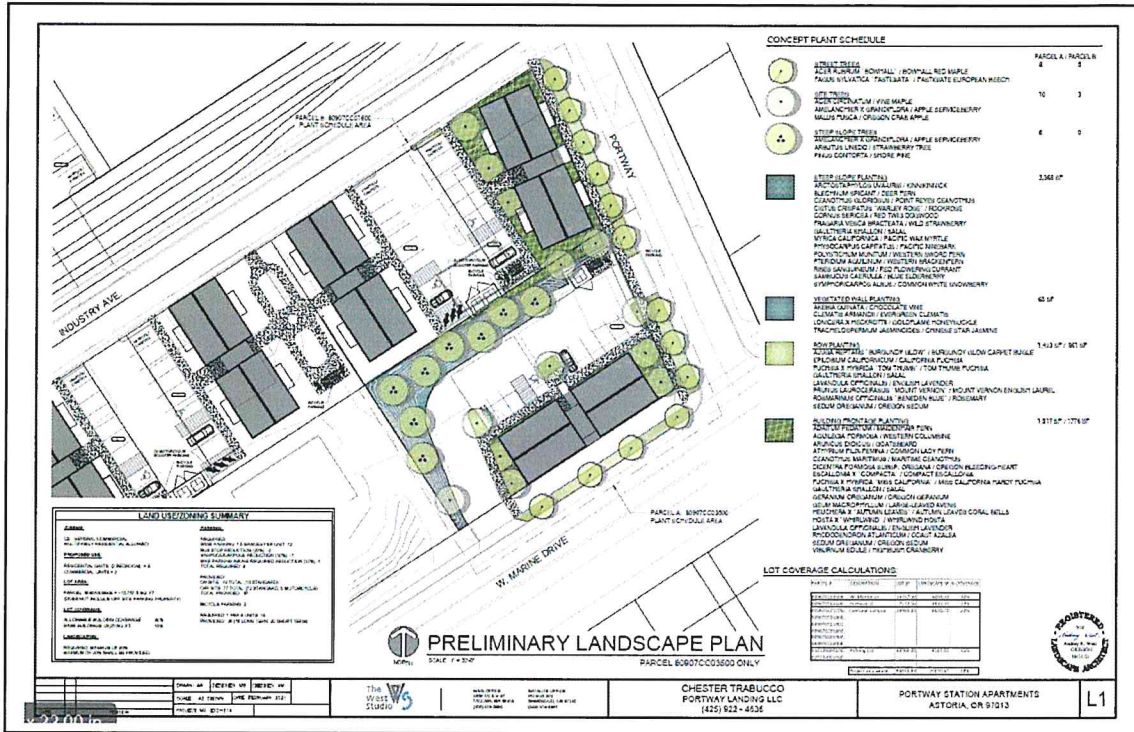
While not a design found on the adjacent structures, the City finds that the design is consistent with exterior lighting along the waterfront in Astoria and is compatible with other lighting in this neighborhood and meets the criteria.

- U. Section 14.158.I, Design Standards and Guidelines for UTO, Signs, states *"Signs in the Uniontown Overlay Zone are subject to the requirements in Article 8 (Sign Regulations) of the Astoria Development Code. The following additional standards and guidelines apply to signs in the Uniontown Overlay Zone."*

Finding: No signs are proposed at this time. The Planner will review and approve any sign proposals. Any deviations from the allowable signs for the UTO would need to be brought to the DRC for review.

- V. Section 14.160.A.1, Landscaping in the UTO, Minimum Landscaped Area, West Gateway Subarea, states *"Landscaping is required in the Uniontown Overlay Zone in accordance with the provisions in this Section and those in Sections 3.120 to 3.125, and 7.170. The provisions in this Section apply to new construction or exterior renovations with a value of at least 20% of the assessed value of the structure, or in the event of installation of new parking areas."*
  - a. *A minimum landscaped area of 15 percent of the total lot area shall be provided in the West Gateway Subarea in accordance with according to the standards of Section 14.160.B.*
  - b. *Landscape areas must be visible from the public right-of-way and/or River Trail to count toward the minimum landscape area requirement."*

Finding: The proposal is for new construction and therefore compliance with the landscaping requirements is applicable to this project. The structure would be located on a 15,750 square foot lot resulting in a lot coverage of less than 20%. There will be a parking area behind the building and substantial landscaping of approximately 32% of the lot. The DRC finds this criteria is met.



W. Section 14.160.B, Landscaping in the UTO, Landscape Standards, states “Where landscaping is provided, the following minimum planting and coverage standards shall apply. These standards apply in addition to the landscaping standards of Section 3.105 and Section 3.125.

1. One (1) tree shall be provided for every 600 square feet of required landscaped area.
2. One (1) evergreen shrub having a minimum mature height of 48 inches shall be provided for every 400 square feet of required landscaped area.
3. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 75 percent at maturity.
4. Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover not more than 25 percent of any landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.
5. Adjacent to the River Trail - Land Side or Upland Standards  
The following standards apply to landscaping along the frontage of parcels abutting the River Trail to the south.
  - a. Maximum spacing of trees.
    - 1) 20 feet on center for non-industrial uses
    - 2) 15 feet on center for industrial uses
  - b. Maximum spacing of shrubs
    - 1) Five (5) feet on center for non-industrial uses
    - 2) Three (3) feet on center for industrial uses
  - c. Ground cover landscaping is required in between shrubs and trees.

d. *Trees shall not exceed 35 feet in height at maturity.*"

Finding: There will be a parking area behind the building and substantial landscaping of approximately 32% of the lot. Parking areas are separated from pedestrian sidewalk areas. Landscape plan includes a variety of ground cover, shrubs, and trees. Installation would be in compliance with the required minimum / maximum spacing and a final landscape plan would be reviewed and approved by the Planner prior to issuance of the building permit (Condition 14).

- X. Section 14.160.B.6.a, Landscaping in the UTO, Landscape Standards, Landscaping Credits for Non-Vegetation Features, states *"The Community Development Director may approve non-vegetative features to account for up to 25% of required landscaping when the features consist of the following. . ."*

Finding: Not applicable as the applicant has not proposed "non-vegetation features" on Pod 1 site.

- Y. Section 14.160.C, Landscaping in the UTO, Street Trees, states *"Street trees shall be planted within the right-of-way along both sides of the street on all streets in the Uniontown Overlay Zone in accordance with the provisions in this Section 14.160.C."*

1. *Spacing should be 30 feet on center, depending on species and branching habit.*
2. *Minimum size of deciduous trees should be 2" caliper, with an upright form.*
3. *Mature branching height should be a minimum of 15 feet.*
4. *Required street trees shall be maintained by the adjacent property owner and/or other identified entity. There shall be a maintenance agreement or other City approved agreement."*

Finding: The applicant is proposing landscaping along West Marine and Portway including street trees. The use of street trees would need to be reviewed and approved by the City Engineer and/or ODOT.

- Z. Section 14.163, Off-Street Parking in the UTO, states *"In the Uniontown Overlay Zone, the following provisions apply to parking requirements established in Article 7 of this Code."*

A. Reductions.

*Minimum number of parking spaces required in Section 7.100 may be reduced by 50% or by 10 spaces, whichever is less, for uses with less than 5,000 square feet of gross floor area. Reductions meeting these requirements shall be processed as a Type I Administrative Permit.*

B. Exceptions.

*Exemptions from minimum number of parking spaces required in Section 7.100 are permitted under the following conditions:*



1. *Existing buildings that cover the majority area of the site with insufficient open area for off-street parking spaces; and/or*
2. *Building expansions of 10% or less which do not decrease available off-street parking spaces on the site; and*
3. *Exemptions shall be processed as a Type I Administrative Permit. Exceptions from off-street parking that do not meet the above criteria shall be processed as a Variance in accordance with Article 12."*

Finding: The applicant has indicated that they wish to reduce the off-street parking for this entire six pod project. The structures are greater than 5,000 sqft and therefore a variance may not be processed as a Type I Administrative Permit. The project is also for new construction and therefore a variance must be processed in accordance with Article 12. The applicant has not submitted a variance application. Full off-street parking is required unless the applicant obtains a parking variance prior to issuance of a building permit (Condition 11).

## **V. CONCLUSION AND RECOMMENDATION**

Based on the Findings of Fact above and application submittals, the City finds that the request meets the applicable review criteria and staff recommends approval of the request with the following conditions: (Note: condition numbering reflects changes made by the DRC.)

2. The cargo units and doors shall be painted to remove any shipping or cargo unit identification information.
3. The final design and location of the above ground equipment units with allowable screening shall be reviewed and approved by the Planner prior to issuance of the building permit.
5. Pod 1 shall be reduced to two floors with or without the additional pop-up feature.
6. If the pop-up feature is constructed on Pod 1, it shall be enlarged north to south as viewed on the side elevation to line up with the vertical lines of the architecture similar to the proportions as viewed from the front, south elevation.
7. The outdoor storage area enclosure for Pod 1 shall contain a roof and be designed to meet Section 3.215. The applicant shall submit a revised enclosure design for review and approval of the Planner prior to issuance of a building permit for the project. However, if there are substantial design changes, it could be brought back to the DRC for review and approval.
8. If the pop-up roof is removed, the applicant shall submit a design for outdoor seating, plaza, or interactive landscaped area adjacent to the building or propose one of the other design features noted in Section 14.158.B.4.a, and the

design shall be reviewed and approved by the Planner prior to issuance of the building permit.

9. The horizontal bands at each floor (cargo unit) creating the base, middle, and top of building design shall be a minimum of 8" high and project a minimum of 1" from the building face.
10. There shall be a 5' wide minimum landscaping strip between the parking area and right-of-way.
11. Full off-street parking is required unless the applicant obtains a parking variance prior to issuance of a building permit.
12. If standing seam roof is used, it shall be a low standing seam.
13. The ground floor commercial doors shall inset at least 1' from the facade.
14. The final landscape plan shall be reviewed and approved by the Planner prior to issuance of the building permit.
15. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Design Review 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  
 Founded 1811 • Incorporated 1855  
 COMMUNITY DEVELOPMENT

DR 21-01

Fee Paid Date 2/26/21 By ck#14230  
 UTB Investments Fee: \$750.00

DESIGN REVIEW >25,000 Project Value

Property Address: 432 Marine Dr

Lot 80907CC03500 Block \_\_\_\_\_ Subdivision \_\_\_\_\_

Map \_\_\_\_\_ Tax Lot \_\_\_\_\_ Zone \_\_\_\_\_

Applicant Name: PORTWAY STATION LLC

Mailing Address: 990 ASTOR STREET, ASTORIA, OR 97103

Phone 425-922-4636 Email: ctrabucco46@comcast.net

Property Owner's Name: RAIDER HOLDINGS LLC/John Harper

Mailing Address: C/O John HARPER 327 N MARINE DR, ASTORIA, OR 97103

Phone: 503-440-9176 Email: underthebridgecig@yahoo.com

Signature of Applicant: *Chester P...* Date: 1/25/2021

\* Signature of Property Owner: *John Harper* Date: 1-27-2021 \*

Proposed Construction: Construction of twelve (12) 640 sq-ft ca. Multi-Dwelling Units, mixed-use with retail below and living units above  
 Site Dimensions & Square Footage: 150' x 100' (lot size) buildable = .36 acres  
 Building Square Footage: 1st Floor: 2560 2nd & 3rd Floor: 5120 Garage: N/A  
 Accessory Building Information: N/A

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

<i>For office use only:</i>	
Application Complete:	Permit Info Into D-Base
Labels Prepared:	Tentative DRC Meeting Date:
120 Days:	

**RECEIVED**  
**FEB 04 2021**

Community Development  
 CITY OF ASTORIA

City Hall • 1095 Duane Street • Astoria OR 97103 • Phone 503-338-5183 • Fax 503-338-6538  
[planning@astoria.or.us](mailto:planning@astoria.or.us) • [www.astoria.or.us](http://www.astoria.or.us) *via email from Chester*



CITY OF ASTORIA  
 Founded 1811 • Incorporated 1856  
 COMMUNITY DEVELOPMENT

**RECEIVED**  
 FEB 04 2021

Community Development  
 CITY OF ASTORIA

NC 21-01

Fee Paid Date 2/0/21 By Visa

(FEE: \$350.00) PR

**NEW CONSTRUCTION (ADJACENT TO HISTORIC PROPERTY)**

Property Location: Address: 65 PORTWAY ST. Astoria, OR 97103 and  
432 W. Marine Dr.  
 Lots 1, 34, 35, 36 Block B Subdivision Taylor  
 Map T8N R9W, section 7CC Tax Lot 80907CC01600 Zone C-3; UTO  
and 3500

**For office use only:**

Adjacent Property Address:	
Classification:	Inventory Area:

Applicant Name: PORTWAY STATION LLC / Chester Trabucco  
 Mailing Address: 990 Aster Street, ASTORIA, OR 97103  
 Phone: 425-922-4636 Business Phone: \_\_\_\_\_ Email: ctrabucco46@comcast.net  
 Property Owner's Name: RAIDER HOLDINGS LLC / John Harper  
 Mailing Address: c/o John Harper 327 W. MARINE DR ASTORIA  
97103  
 Business Name (if applicable): RAIDER HOLDINGS  
 Signature of Applicant: Chester Trabucco 1/25/2021 \*  
 Signature of Property Owner: John Harper 1-27-2021 \*

Proposed Construction: Construction of twelve (12) 640 sq ft each Multi-Dwelling  
Units, 2 Bed room, air bath. Buildings will be three to four stories  
in height using new and repurposed shipping containers in  
a campus-like setting. Adaptive re-use of a DEA clean-up site.

**For office use only:**

Application Complete:	<u>March 3, 2021 / PJ</u>	Permit Info Into D-Base:	<u>rec'd app docs 1/28/21 / Not complete as of 2/2/21</u>
Labels Prepared:		Tentative HLC Meeting Date:	<u>3/10/21</u>
120 Days:	<u>July 1, 2021</u>		

# Application for DR21-01

Design Review Criteria for > \$25,000 Project Value

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

## 1. Building Form.

**Basic Shape:** The project is proposed using as a base structure new and recirculated "high-cube" shipping containers. These new mixed-use apartment buildings will be simple, economical, rectangular geometries modeled after many other historic mixed-use and industrial buildings in the neighboring Uniontown vicinity. The proposed units will each consist of two (2) containers back-to-back resulting in a rectangular 40' x 16' living unit with an outside height of 9'6". The units will be arranged in building clusters, three-stories high consisting of six (6) units per cluster and built in pairs, resulting in each 12-unit building pair having a dimension of 90' (including a 10' wide stairwell between buildings in the grouping) x 33' (including a +/- 1' chase between units) and at a height of approximately 31'. This shape, scale, and height is consistent with other buildings in the Uniontown area.

**Proposed Option:** An additional (optional) top story will be set in from the building faces to create a penthouse terrace, while also keeping the overall height of the buildings from the street to appear one story lower. The silhouettes of these stepped-back upper stories will be simple attractive rooftops set against the Astoria skyline.

**Porches & Balustrade: Design, Dimension, Features, Materials:**

**Balconies & Balustrade - Design, Dimension, Features, Materials:** The buildings are constructed of Corten Steel, stainless steel deck balustrades with steel I-beam supporting structures and concrete decks, and concrete and wood stairwells between buildings. Corten Steel has a vertical ribbed striation for structural integrity, but that also relates to raw corrugated metal that is found commonly through the Astoria riverfront industrial districts. The Corten is an attractive material both as raw rusted steel (that is a natural patina maintaining the steels rustproof surface), as well as taking paint. We anticipate painting the apartment buildings various deep, rich, muted primary colors chosen from an historical color palette reminiscent of the surrounding district.

**Balconies & Balustrade - Design, Dimension, Features, Materials:**

**Other:** Corten Steel has a vertical ribbed striation for structural integrity, but that also relates to raw corrugated metal that is found commonly through the Astoria riverfront industrial districts. The Corten is an attractive material both as raw rusted steel (that is a natural patina maintaining the steel's rustproof surface), as well as taking paint. We anticipate painting the apartment buildings various deep, rich, muted primary colors chosen from an historical color palette reminiscent of the surrounding district.

A 12" metal "cornice" band will be applied horizontally between each story and exterior decks will be centered in each apartment building facade, which will animate the buildings with residents enjoying the fresh ocean breezes and socializing with their neighbors.

An additional (proposed optional) top story will be set in from the building faces to create a penthouse terrace, while also keeping the overall height of the buildings from the street to appear one story lower. The silhouettes of these stepped-back upper stories will be simple attractive rooftops set against the Astoria skyline.

## **2. Windows.**

**Material:** Windows will be wood-clad or metal exterior to match either historic residential or industrial buildings. Exterior casings to be made of wood or metal.

**Divided Windows (true divided, external muntins, etc.):** Double-hung with true divided lites or external muntins via an applique. Windows and the entry door will be recessed approximately 2" to create an inset shadow line similar to historic industrial and mixed-use buildings in the neighborhood.

**Operation (casement, single hung, etc.):** Double-hung with true divided lites or muntins in the upper sash only

**Size & Material of Exterior Casings (minimum 5/4" x 4"; provide detail diagram).** Exterior casings to be made of wood or metal with trim dimensions of 5/4" x 4" at all windows and doors.

**Other:** Porches will overlook the parking courts and the social courtyards.

## **3. Exterior Wall Treatments.**

**Material & Dimensions of Siding (note if material is smooth or textured):** The buildings are constructed entirely of Corten Steel. Corten Steel has a vertical

ribbed striation for structural integrity, but that also relates to raw corrugated metal that is found commonly through the Astoria riverfront industrial districts.

**Decorative Features:** The Corten is an attractive material both as raw rusted steel (that is a natural patina maintaining the steels rustproof surface), as well as taking paint. We anticipate painting the apartment buildings various deep, rich, muted primary colors chosen from an historical color palette reminiscent of the surrounding district.

**Other:** A 12" metal "cornice" band will be applied horizontally between each story and exterior decks will be centered in each apartment building facade, which will animate the buildings with residents enjoying the fresh ocean breezes and socializing with their neighbors.

An additional (Optional proposed) top story will be set in from the building faces to create a penthouse terrace, while also keeping the overall height of the buildings from the street to appear one story lower. The silhouettes of these stepped-back upper stories will be simple attractive rooftops set against the Astoria skyline.

#### **4. Doors.**

**Material & Design:** Entry doors are proposed to be solid wood with a single sidelite. Units to have a paintable fiberglass sliding door to the deck or pairs of double French doors.

#### **5. Roof Elements.**

**Style and Pitch of Roof:** Roofs will either be flat decks with parapet walls, or symmetrical sloped gables or gambrels. Roof pitches between 4:12 and 8:12.

**Material:** Roofing material will be metal standing seam, corrugated metal, or standard 3-tab asphalt shingle.

Color: TBD

Decorative Features (eave brackets, etc.):

#### **6. Garage.**

Garage Door Material & Design:

Window Material & Design:

Roof Style and Material:

N/A

## **7. Signs.**

**Dimension & Square footage:** Per City Code – TBD  
Commercial Signage per Astoria City Code (tenants not identified yet)

**Location:** Commercial Signage per Astoria City Code (tenants not identified yet).  
Signs will be used for the ground floor retail shops facing Marine Drive.

**Type, Material & Design:** Signage to be applied flat to the face of the buildings above storefront windows, or as blade signs. Signs will be small in scale to be visible to pedestrians on the sidewalk. Internally illuminated signs will not be utilized.

**Other:**

## **8. Exterior Lighting.**

**Fixture & Lamp Design:**

**Location:**

**Other:** Lighting will be scaled to the pedestrian with down lighting between 8'-15' in height in order to avoid glare. See attached exterior lighting plan by contractor.

## **9. Other Design Elements.**

(Fences, out buildings, corner boards, belt course, etc. with dimensions): A 12" metal "cornice" band will be applied horizontally between each story and exterior decks will be centered in each apartment building facade, which will animate the buildings with residents enjoying the fresh ocean breezes and socializing with their neighbors.

## **10. Building Orientation.**

The typical buildings in Uniontown, and more specifically the adjacent properties triggering this review by the HLC, are built up to the sidewalk along the right-of-way (ROW) with little to no setback; the proposed project will be built using the same orientation with the 90' horizontal façade of the building pair being situated with no setback along both Marine Drive and Portway Streets with the exception of an allowance for the cantilevered decks extending 4'-5' from the units toward the ROW.



On Marine Drive, the first floor will be dedicated to commercial/retail use with entrances centered on each of the two commercial spaces and facing the Marine Drive ROW.

Along Portway Street and to the north of the Marine Drive building pair (Portway and Industry), the units will be accessed at the stairwell from both Portway and the adjacent parking lot to the West of the building pair.

The buildings are oriented to mid-block courtyards and parking courts. The courtyards will be landscaped with pavers, garden plantings, uplighting, benches, and either water features or small gas fire pits.

Parking Ingress and egress for the Marine Drive building will be at the far west end of the lot, in accordance with the request by ODOT. Parking will be sited behind the building and out of site from the ROW. The parking courts will be paved with pavers and shaded with deciduous trees around the edges.

Parking Ingress and egress for the Portway building will be on the west end of the lot behind the building and out of site from the Portway ROW.

## **11. Building Massing.**

### **Building to Lot Ratio:**

Marine Drive Building (subject to both HLC and Design Review criteria):

Lot size: .36 acres = 15,682 sq. ft.

Building Footprint: 2970 sq. ft

Lot Coverage ratio: 19%

Total Building square Footage: 8910 sq, ft. (includes stairwells)

Portway Building (subject to HLC criteria only)

Lot size: .4 acres = 17425 sq. ft

Building Footprint: 2970

Lot Coverage ratio: 17%

Total Building square Footage: 8910 sq, ft. (includes stairwells)

Other:

## **12. Access and Parking Design.**

Number of Off-street Spaces: 67

Other: See attached Site Plan

Marine Drive Building Off-Street Parking Spaces: 10

Portway Off-Street parking Spaces: 18

Other: Insert parking Offset Legend for entire Project

### **13. Landscaping**

Landscape plan to be provided prior to hearing but will meet or exceed code requirements.

See Site Plan for landscaping areas placement and coverage calculations.

### **14. Underground Utilities.**

See attached Concept Utility Plan. All utilities will be underground throughout the project.





Side Elevation - West



Rear Elevation (North)



Front Elevation - South (Marine Drive)



Side Elevation - East (Portway)

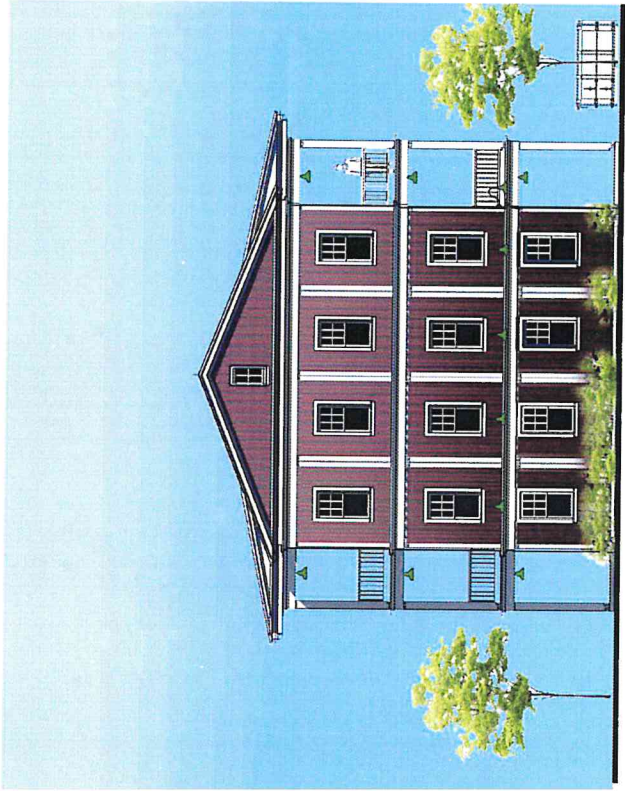
PORTWAY STATION, ASTORIA, OREGON

BUILDING 1

CHESTER TRABUCCO - DEVELOPER

QAMAR AND ASSOCIATES - DESIGNER

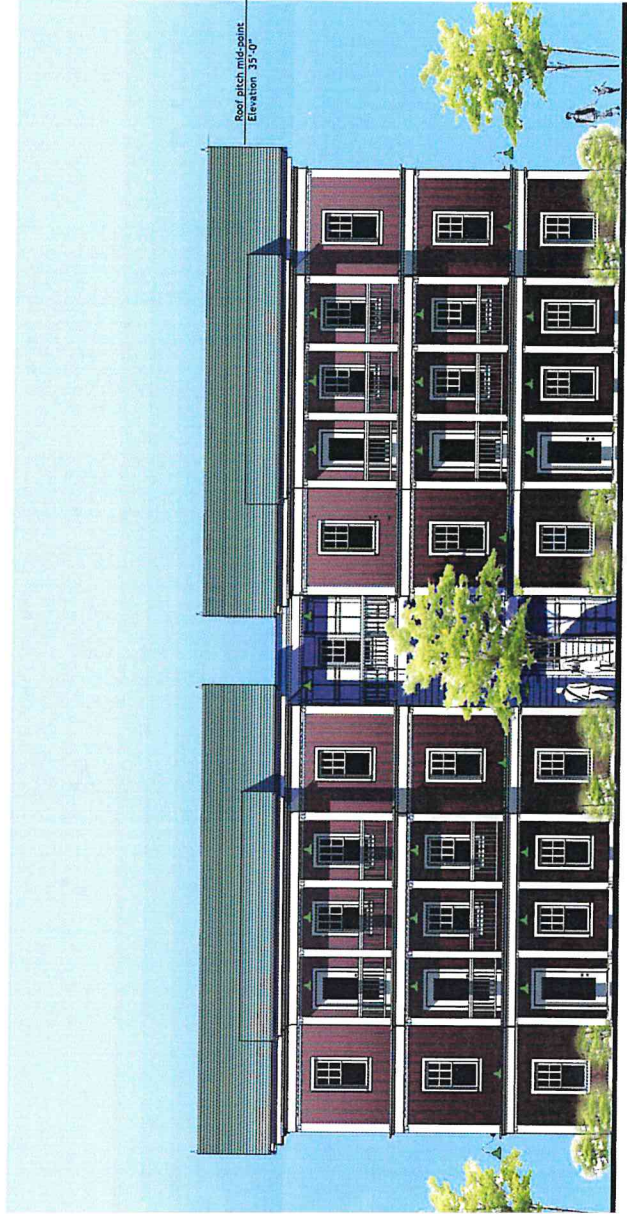
FEBRUARY 8, 2021



Side Elevation - South



Rear Elevation - West



Front Elevation - East (Portway Street)



Side Elevation - North (Industry Street)

**PORTWAY STATION, ASTORIA, OREGON**

BUILDING 2

CHESTER TRABUCCO - DEVELOPER

QAMAR AND ASSOCIATES - DESIGNER

FEBRUARY 18, 2021





**Industrial \* Commercial \* Manufacturing \* Residential**

**WBE #3303**

Physical Address: 1725 N. Roosevelt Dr, Seaside OR 97138

Mailing address: 360 SE Baseline, Hillsboro, OR 97138

Phone: 503-717-9148 Fax: 503-717-4147

OR: CCB # 151632 WA: NORTHBE941BD

Portway Station  
Astoria  
Site Work

June 19, 2020

Subject: Electrical Budgets

Thank you for considering Inland Electric to meet your electrical needs. It is our desire to provide quality electrical installations for a fair price. For this project we will provide labor and materials wire Shell only, This price is based on the preliminary site drawings. See site photometrics for locations

Our proposal includes the following:

- Site only
  - Provide electrical permit
  - Lighting
    - (41) B7 fixtures
    - (3) S1-HS fixtures
    - (4) S1-2 fixtures
    - (2) S2-HS fixtures
    - (4) S4-HS fixture
    - (1) S5 fixture
    - (14) S6-HS fixtures
    - Provide conduit, wire and ground boxes necessary to install fixtures
    - Excludes:
      - Concrete Pole bases and bollard bases
      - Excavation
  - Service
    - Provide pedestal mounted house panel located in phase 1 area
    - 200 amp meter main
    - Excludes
      - PPL Fees
      - Changes made to plans once power design is completed
      - Excavation
      - PPL conduits to Meter main location
  - General Exclusions
    - Excavation
    - Saw cutting
    - Concrete work
    - Pricing and availability changes due to market conditions

Price.....\$122,500.00

All work shall be done in a neat and workman like manner, according to local codes and to your satisfaction during normal business days. This bid is good for 30 days. Due to the instability in construction material pricing, it may be necessary to adjust pricing based on market pricing.

Thank you,

Brent Boles

Label	Calculation Summary	Units	Avg	Max	Min	Avg/Min	Max/Min
PHASE 1	ILLUMINANCE	FC	2.05	7.7	0.6	3.42	12.83
PHASE 2	ILLUMINANCE	FC	2.46	7.1	0.6	3.50	11.83
SIDEWALK P1	ILLUMINANCE	FC	2.46	7.1	0.6	3.50	11.83
SIDEWALK P2A	ILLUMINANCE	FC	3.88	11.1	0.4	9.70	27.90
SIDEWALK P2B	ILLUMINANCE	FC	2.99	8.3	0.4	7.48	20.75
SIDEWALK P2C	ILLUMINANCE	FC	2.61	8.2	0.5	5.22	16.40

Symbol	Qty	Label	Arrangement	Description
B	3	S1-HS	SINGLE	LITHONIA DSXO LED P1 40K T4M WVOULT HS 12FT MH
B	41	S7-HS	SINGLE	LITHONIA DSXO LED P1 40K T4M WVOULT HS 12FT MH
B	1	S2-2	BACK-BACK	LITHONIA DSXO LED P1 40K T4M WVOULT 12FT MH
B	2	S2-HS	SINGLE	LITHONIA DSXO LED P2 40K T4M WVOULT 12FT MH
B	14	S6-HS	SINGLE	LITHONIA DSXO LED P3 40K T4M WVOULT HS 12FT MH



PRELIMINARY SITE PLAN - PHASE I

PHASE 1 AND 2 HOUSE SIDE SHIELDS NO. 2



SCALE: 1/8" = 1'-0"



## SUBMITTALS BY APPLICANT

3-1-21

### WINDOWS

The Windows are ALL Single-Hung Fibrex Composite with exterior/interior muntins in a 6/1 configuration (See Elevations) in the upper sash only. Dimensions are 2'8" W x 5'0" H. Windows will be cased in metal (flat steel) with a dimension of 4" W x 1 ¼" D and be welded onto the exterior of the structure. Windows will be also recessed a minimum of 2" into the interior space of the unit via a 2" angle-iron frame with a nailing flange being welded onto the wall at the interior, where the windows will be set.

### ROOF

POD 1 - The roof will be a partial flat roof with a roof deck and a cupola with a 5:12 hipped roof pitch. The hipped roof will have a green colored asphalt shingle. This cupola will be setback from all four faces of the building by 10 feet.

See POD 1 Elevations for additional detail

NOTE: Viewed from the ground immediately adjacent to the building, this cupola will not be visible due to the step-back. But at a distance the cupola, along with the railing around the roof deck, will offer a beautiful, silhouetted contour to the Astoria skyline much like other cupolas, "widow's walks" and turrets of Astoria's Victorian era. The roof deck along with the balconies will also enliven the street life with people animating the building above the street.

POD 2 - Side gable roof with 4.5:12 pitch at a height of 35' to the mid-point between the eave and ridge; shed roof over porches; architectural composition shingles in a dark green color.

The POD 2 roof is comprised of gable roofs, the tallest of which are over the two 32'x40' core buildings. A lower gable or flat roof spans between these two primary roofs and covered the central stairway. Additional shed roofs are added to this primary roof to cover the balconies on the fronts and backs.

### HEIGHT

POD 1 - The Elevations of the buildings are at 29'-6" through to the top of the first three floors where the roof deck begins. With the addition of the Penthouse, the overall building height to the midpoint of the hipped roof is at 42'-6".

POD 2 - The Elevations of the buildings are at 29'-6" through to the top of the first three floors with the overall building height to the midpoint of the tallest hipped roof at 35'-0". POD 2 roof is comprised of several hipped roofs, the tallest of which are over the two 32'x40' core buildings. A lower gable roof spans between these two primary roofs and covered the central stairway. Additional hip roof dormers are added to this primary roof to cover the balconies on the fronts and backs.

*Staff Note: Pod 1 has a maximum height of 35' unless step-backed above second floor. Any variation in this would require a variance.*

Understood – We are constrained by the physical characteristics of the shipping containers and are seeking an exception to the rule by 18". The impact of *not* being able to do this is that the penthouse/rooftop deck will have to be dropped which we are showing as a distinguishable architectural feature (a cupola) that also helps to better “activate” this part of the Union Town area by creating a social space via the deck for barbeques and other gatherings. At only 12'x20', the penthouses are small in scale, comparable to cupolas common on other historic buildings in the region.

## **FACADE VARIATIONS**

The buildings' exterior design character is reminiscent of historic mixed-use residential, industrial and retail buildings in the neighborhood, the city and the surrounding region. It is modeled after historic precedents in which buildings were typically simple rectangular geometries (often ranging from 1 to 5 stories). Variation in the facades were achieved most often with limited additions of architectural elements such as balconies, bay windows, cornices, and uniformly proportioned/scaled windows. The windows in these buildings are tall and narrow, much like historic window proportions throughout Astoria. They are evenly spaced and rhythmic. Recessed windows emphasize shadows and depth in the facade.

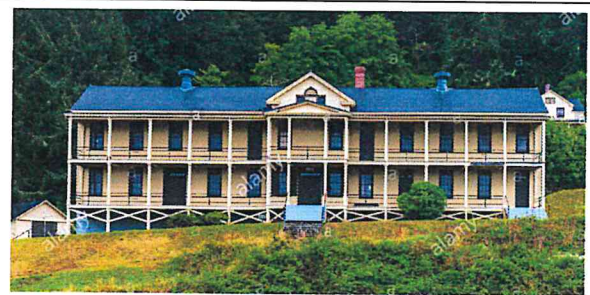
Buildings typically were constructed of one unifying material such as masonry, wood, and metal, along with a second minor material used in trim, cornices, and balconies. If major material changes were used, typically the heavier material (masonry) formed the base of the building with lighter materials (wood) above. Materials were structural (not exterior veneers) as they were load-bearing exterior walls. Banding of cornice lines between each floor and at the parapet defined and gave visual layering of the building stories.

These Portway Station buildings are made of Corten steel as they are shipping containers. Colors are painted onto the steel. We are using a rich deep-red reminiscent of the other red industrial buildings in the district. Additionally, a trim color of an off-white is used for accent.

The composition of the building with its tall narrow windows and multi-story balconies is modeled after buildings in the region, such as the historic residential buildings at Fort Columbia and Fort Vancouver (See attached examples)



Ft Vancouver, Vancouver WA



Ft Columbia, Naselle WA

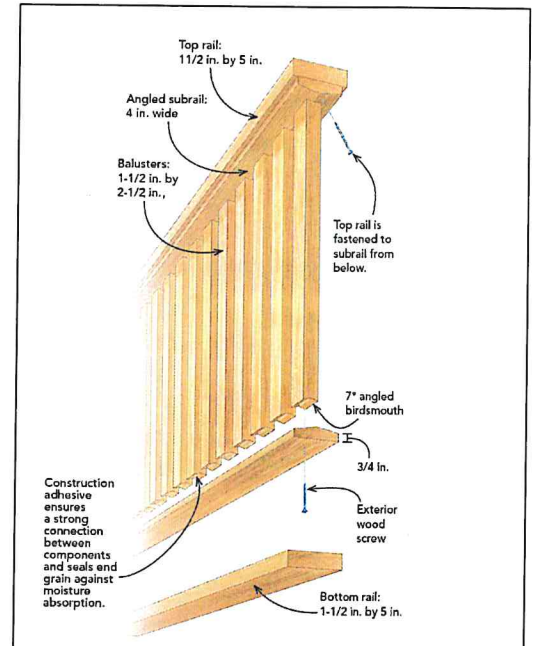
## BALUSTRADES

The railing and balustrades will be constructed of wood, which will span between the wrapped wood columns of the balconies. The top rail will be a shaped wood handrail. The handrail will be supported by square 2"x2" spindles and a 2x6 hand and foot rails.

The flooring of the balcony decks, the stair treads and the undersides of the decks will be wood.

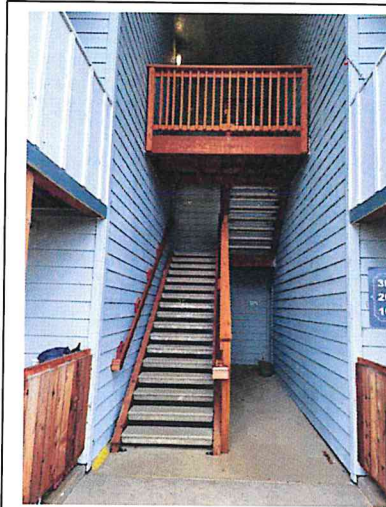
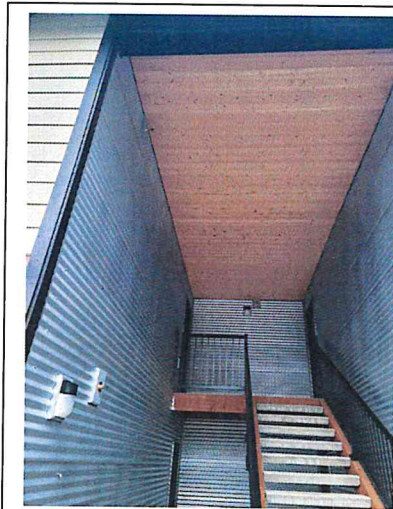
Simple and painted. Wood but could also be weather resistant composite material...as long as it is indistinguishable from stained wood.

The second illustration is a real wood detail.



## STAIRCASE

Example photos submitted.



## LANDSCAPING

PARCEL #	DESCRIPTION	LOT SF	LANDSCAPE SF	% COVERAGE
80907CC03500	W. Marine Dr.	15757.50	5094.33	32%
80907CC01600	Portway St	7272.50	1932.72	27%
80907CC01700,	Centural Campus	39985.83	8655.70	22%
80907CC01800,				
80907CC01801,				
80907CC01802,				
80907CC01902,				
80907CC02000				
810130000100,	Parking Lot	30000.00	4587.92	15%
810130001600				
Project as a whole:		93015.83	20270.67	22%

## UTILITIES

The Power Company (PPL) vault dimensions are 28" H, and 4'x4' square. One each will be included somewhere near the Waste Disposal Areas at the extreme north (Pod1) and SW (Pod2). Actual placement will be determined by PPL after Input Forms are calculated by the architect prior to submittal of building permits. All new utility lines will be underground. SEE ATTACHED CONCEPT UTILITY PLAN

## BIKE LOCKER

Global Industrial, #301, Bike-Shell Bike Locker, 1 Bike Cap., 74-1/2"L x 30" W x 49"H, Medium Grey, T-Handle; [globalindustrial.com](http://globalindustrial.com)



**LIGHTING**



Building goose neck lights

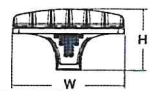
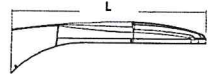
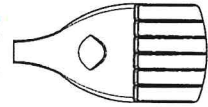


**D-Series  
Size 0  
LED Area Luminaire**



**Specifications**

**EPA:** 0.95 ft<sup>2</sup>  
(0.09 m<sup>2</sup>)  
**Length:** 26"  
(660.0 mm)  
**Width:** 13"  
(330.0 mm)  
**Height:** 7"  
(178.0 mm)  
**Weight  
(max):** 16 lbs  
(7.25 kg)



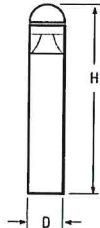
Freestanding pole light fixture



**KBA8 LED  
LED Specification Bollard**

**Specifications**

**8" Round**  
(20.3 cm)  
**Height:** 42"  
(1067 cm)  
**Weight  
(max):** 27 lbs  
(12.25 kg)



Bollard Lights

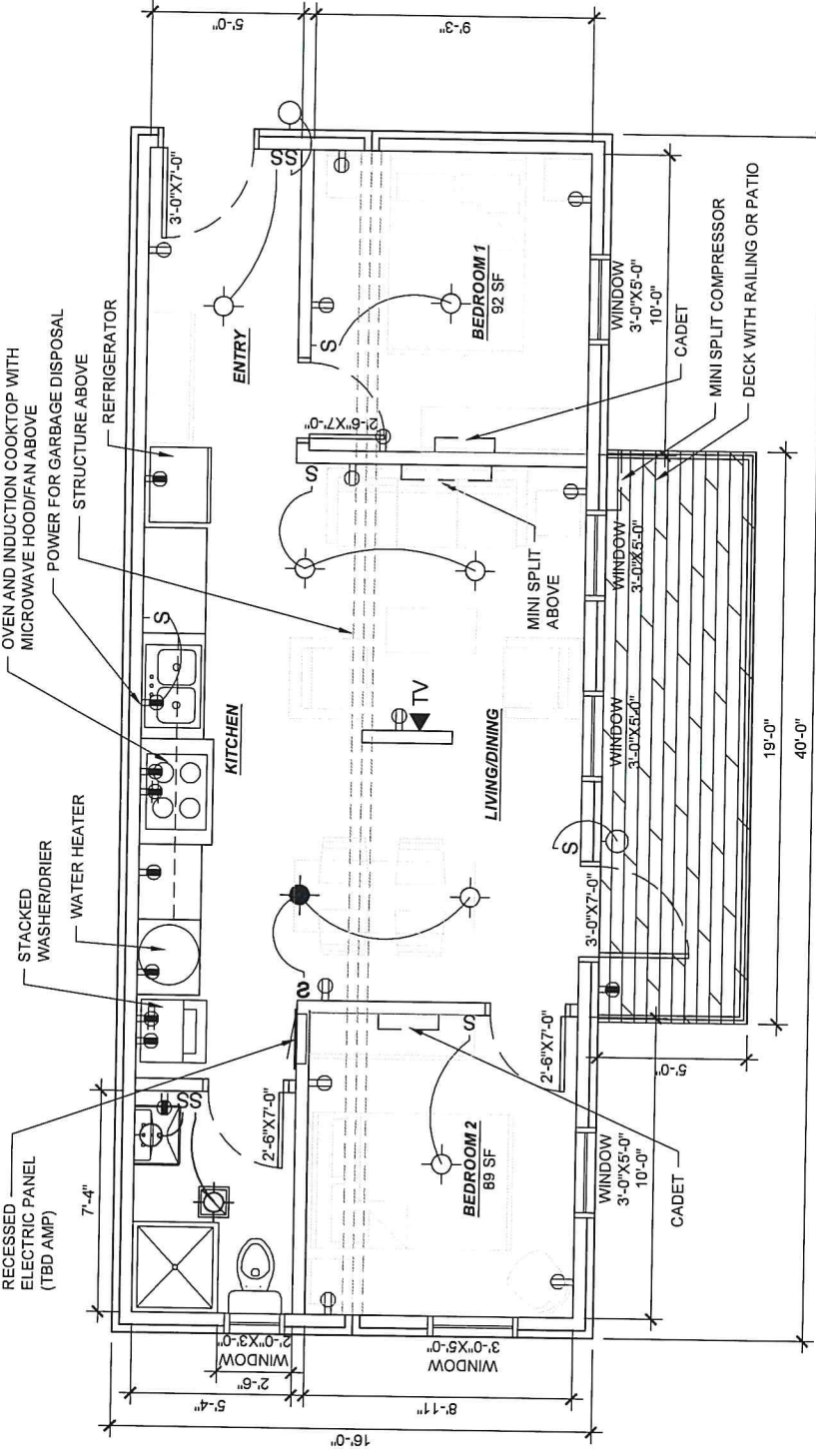


Anchor Base Poles

**RSA**

ROUND STRAIGHT ALUMINUM

Freestanding pole light pole



**PRELIMINARY SINGLE UNIT NOTES**

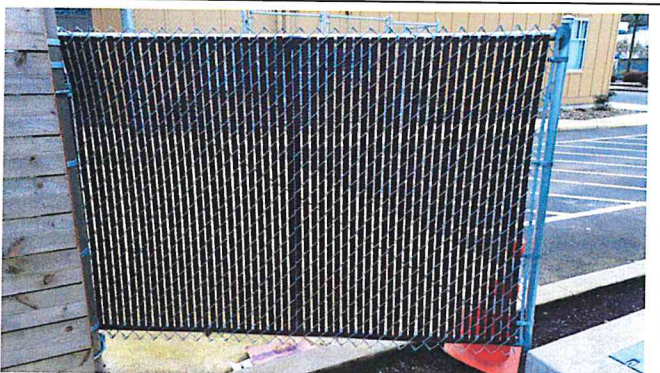
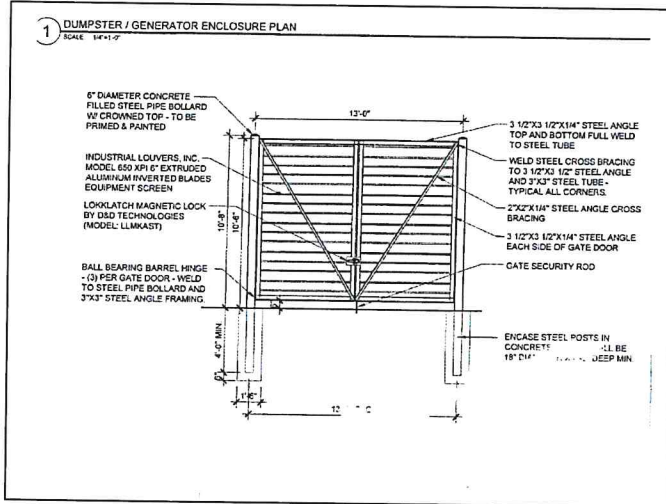
1. THIS DRAWING IS PROVIDED FOR GENERAL SCOPE DEVELOPMENT AS REQUESTED BY OWNER AND IS NOT TO BE USED FOR FINAL BIDDING, PERMITTING, OR CONSTRUCTION.
2. INFORMATION SHOWN IS BASED ON LAYOUT AND SCOPE PROVIDED BY OWNER. ADDITIONAL MECHANICAL, ELECTRICAL, AND PLUMBING WORK BEYOND WHAT IS DEPICTED WILL BE REQUIRED FOR CODE COMPLIANCE.
3. UNIT CONSISTS OF TWO 40' HIGH-TOP CONTAINERS, 40' LONG BY 9'-6" HIGH.
4. TYPE IIB CONSTRUCTION (ASSUMED BASED ON INTENT OF MAXIMUM OF 5 STORY DESIGN)
5. OCCUPANCY GROUP R-2 (ASSUMED AS PART OF MULTI-UNIT BUILDING)
6. SPRINKLER SYSTEM REQUIRED PER OSSC 903.2.8.
7. SMOKE DETECTOR AND CARBON MONOXIDE DETECTORS SHALL BE PROVIDED PER CODE.
8. CEILING: GWB AT 8'-2" AFF ON METAL FRAMING AT 16" O.C.
9. FLOORING: TBD
10. INTERIOR WALLS: GWB ON 3-5/8" METAL STUDS AT 24" O.C. MAX. (HOLD 2" AFF)
11. EXTERIOR WALLS: R-19 CONTINUOUS INSULATION PER 2019 OREGON ZERO ENERGY READY COMMERCIAL CODE (ASSUMED BASED ON INTENT OF MAXIMUM OF 5 STORY DESIGN). METAL FRAMING AT 24" O.C. MAX.
12. WINDOWS AND DOORS SHALL MEET MINIMUM ENERGY CODE REQUIREMENTS AS APPLICABLE FOR TYPE.
13. ROOF OF TOP UNIT SHALL HAVE R-30 INSULATION ABOVE THE ROOF DECK.
14. FLOOR OF BOTTOM UNIT SHALL HAVE R-30 INSULATION.

**LEGEND**

- WALL MOUNTED LIGHT FIXTURE
- RECESSED CEILING LIGHT FIXTURE
- CEILING LIGHT/FAN FIXTURE
- LIGHT SWITCH
- GFI DUPLEX RECEPTACLE
- GENERAL PURPOSE DUPLEX RECEPTACLE
- 220V RECEPTACLE

# TRASH ENCLOSURE 2-27-21 Submitted by Chester Trabucco

Dimensions are 13' deep x 20' wide x 5.5' tall and includes recycle and trash.  
Cedar on the sides. Slatted cyclone fencing on the gates (2). Probably wider than it needs to be.



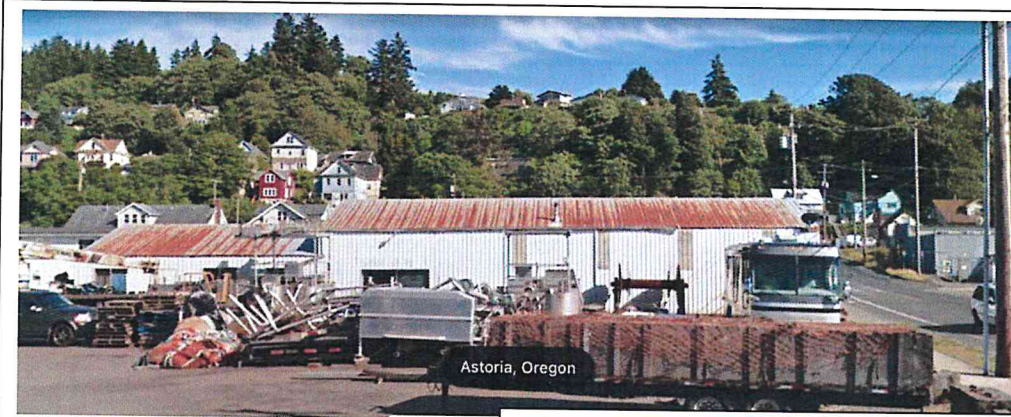




Examples of Buildings in Astoria

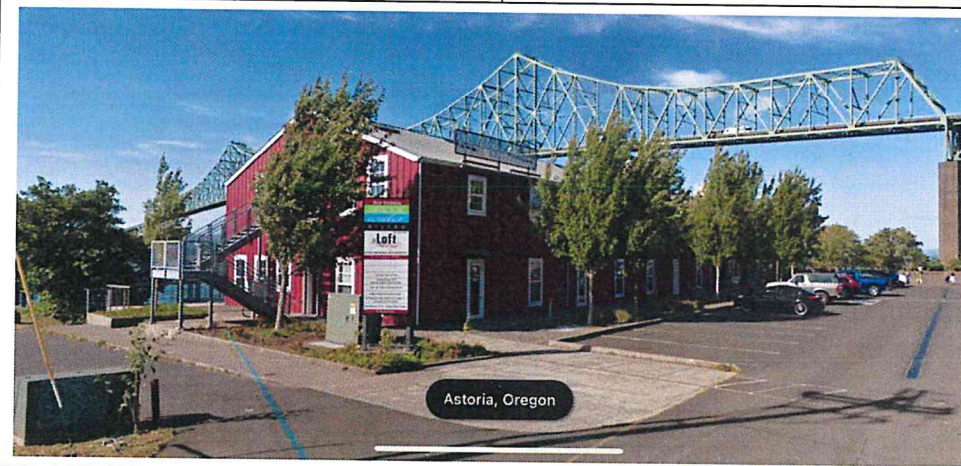
submitted by Chester Trabbuco

2-8-21

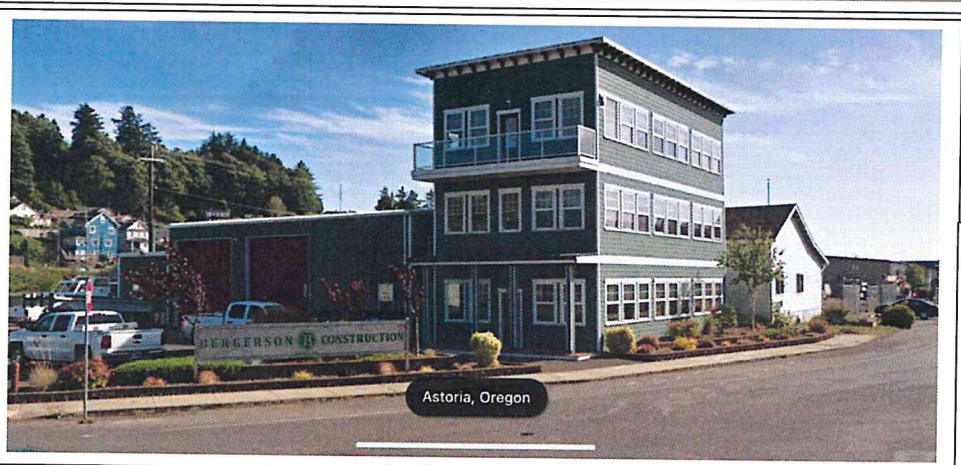
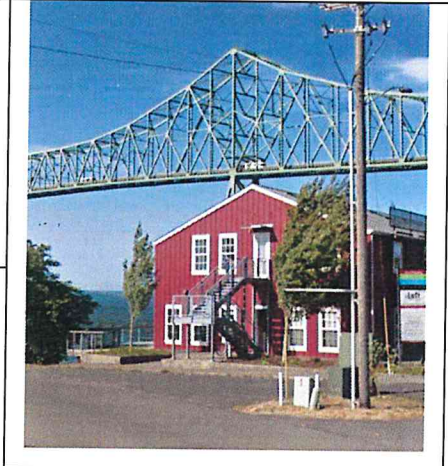


53 Portway  
vertical corrugated  
metal  
1 story

Pier 11  
77 11th Street  
vertical board and  
batten  
1 & 2 story with 3  
story tower



Reb Building  
20 Basin Street  
vertical board and batten  
2 story



Bergerson Construction  
55 Portway  
horizontal siding on office;  
vertical corrugated metal on  
shop  
1.5 story shop; 3 story office

# Examples of Shipping Container Projects from around the World

ctrabucco46@comcast.net

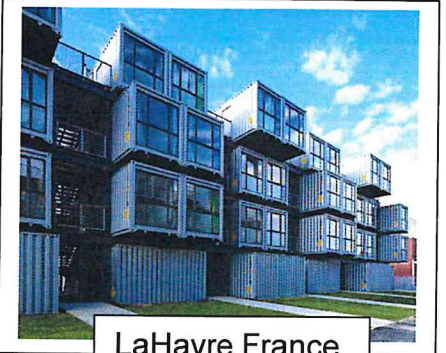
Mon, Feb 8, 2021 8:48 AM

to me, ctrabucco46

Attached are images of examples of apartment projects built from shipping containers both domestically and globally. Chester



San Antonio TX



LaHavre France



Brookland WA



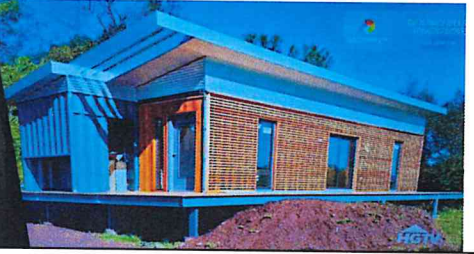
Huntsville TX



Phoenix AZ



Phoenix AZ



Horizontal wood slat exterior cover



Horizontal wood slat exterior cover

# Smooth-side Shipping Container

Inbox

ctrabucco46@comcast.net

Sun, Feb 7, 11:20 PM (2 days ago)

to me, ctrabucco46

Hi Rosemary,

Please consider this as an option to the corrugated siding typically found on shipping containers. This is NOT, however, our preferred direction for several reasons:

1. We believe that the corrugated element of the containers, which are structural in nature (not merely cosmetic as is the case with the more common corrugated thin aluminum panel siding found in practice by architects of recent), appeals to the "industrial aesthetic" of Astoria's working waterfront. More specifically, shipping containers represent a nod to Astoria's rich maritime history and still evident today as it sees upwards of 10 container ships passing by daily on the Columbia.

2.) The smooth containers are *far less common* and it may very possibly represent a significant delay in our project to acquire enough of them (24 for 12 units) to efficiently construct this phase.

3.) We believe the vertical striations ARE the appeal for this particular application. While a smooth faced-container may achieve the objective of an acceptable solution, we believe we will be delivering a less appealing-looking project.

Again, open to suggestions. We have already provided a siding material consisting of slatted wood strips. Looking for direction and consideration.

Best,  
Chester Trabucco  
425-922-4636



submitted by  
Chester Trabucco  
2-18-21

# All About Board and Batten

## The Truth About Battens

Written by

Jackie Craven

Updated 09/17/20

The Symmetry of Board and Batten Jackie Craven



Board and batten, or board-and-batten siding, describes a [type of exterior siding](#) or [interior paneling](#) that has alternating wide boards and narrow wooden strips, called "battens." The boards are usually (but not always) 1 foot wide. The boards may be placed horizontally or vertically. The battens are usually (but not always) about 1/2 inch wide.

### What Is Board and Batten?

Board and batten is a siding and paneling style that uses narrow strips of wood placed over the joints of wide boards for a geometric, layered effect.

Historically and traditionally, a wooden batten would be placed over a seam between the wide boards, creating a stronger and more energy-efficient siding. Because it was inexpensive and easy to assemble, board and batten were used for structures such as barns and garden sheds. Board-and-batten siding is sometimes called barn-siding because many barns in North America are constructed this way. Even today, this type of siding on a house exudes a comfortable informality. Board-and-batten shutters, which use the batten as a horizontal brace, are also considered less formal and more provincial than louvered shutters. Because it's how the batten is used with the board that is important, they don't have to be made of wood.

Reverse board and batten have very narrow boards with wide battens installed over the seams. Like horizontal siding, the size variations will have a dramatic effect on how natural light creates shadows on the siding.

## Use in Architecture

Board-and-batten siding is often found in informal architectural styles, such as [country homes](#) and churches. It was popular during the Victorian era as a pragmatic method of adding architectural detail to [Carpenter Gothic structures](#). Today you can find board-and-batten siding combined with brick or stone exteriors and also combined with more traditional horizontal siding.

Two contemporary uses can be found on opposite shores of the U.S. In the planned community of Celebration, Florida, established by the Disney Company in 1994, the siding is used in one of their house plans, a Neo-folk Victorian. Celebration was designed to express an ideal community of American architecture, and the "homey" look of this structure fulfills the vision—in spite of what actual building materials may be used.

The second example of the contemporary use of board-and-batten siding can be found in northern California. Architect Cathy Schwabe used the vertical siding on a readers' retreat cottage, and the result is a much larger-looking house than it actually is.

## Board-and-Batten Marketplace

Board and batten are sold by a number of distributors in an assortment of widths and in a variety of materials—wood, composite, aluminum, vinyl, insulated or not. Remember that board and batten is not a construction material, and often the materials used will affect the overall final appearance.

Beware of inappropriately using board and batten as siding on an architectural style that historically would never have used it; this informal siding can easily make a historic old house look weird and out-of-place. Also, remember that boards and battens become siding because of how they are used. Today you can buy board-and-batten siding and even products like shutters.

# FW: Design Guidelines re: Compatibility with Varying Heights

ctrabucco46@comcast.net

9:16 AM  
2-19-21

to me

As discussed. See below

**From:** Laurence Qamar <[l.qamar@comcast.net](mailto:l.qamar@comcast.net)>  
**Sent:** Saturday, February 13, 2021 4:20 PM  
**To:** Chester Trabucco <[ctrabucco46@comcast.net](mailto:ctrabucco46@comcast.net)>  
**Subject:** Design Guidelines re: compatibility with varying heights

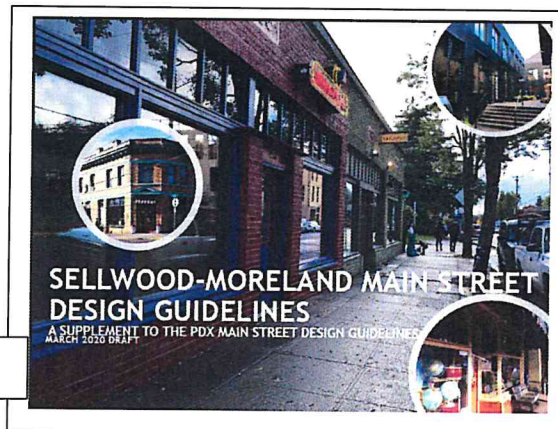
Chester,

As described on the phone I am sending you a set of building designs I have written (with a colleague) that illustrates how varying heights of buildings along a streetscape can still be harmonious as long as the finer building facade elements have a consistent scale, proportion, rhythm and pattern.

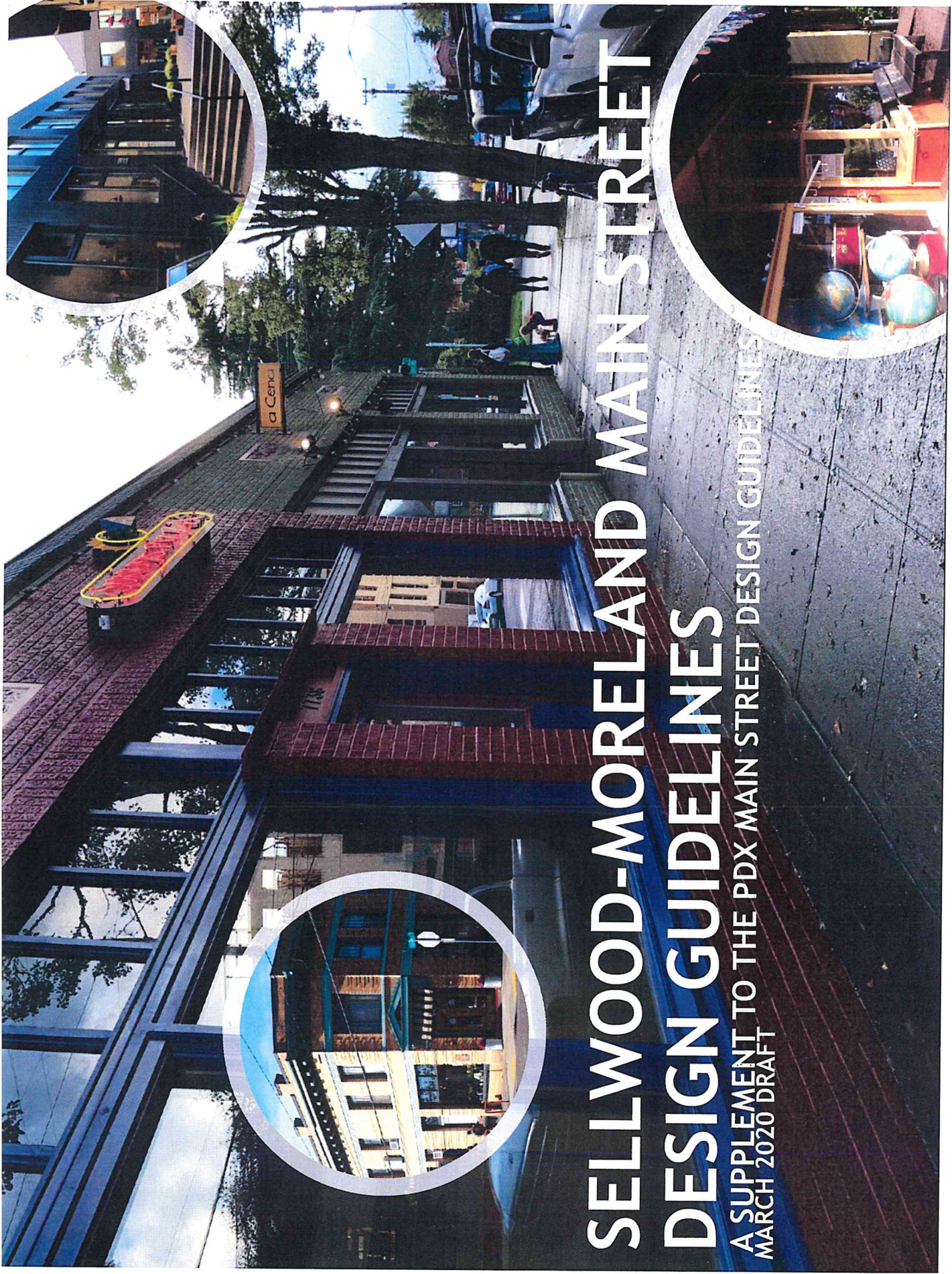
First instance, we can see in historic towns throughout the region (and the world) that windows used to be consistently proportioned vertically so that they were tall and narrow, much like the proportions of a standing person. Also, buildings use to have clear bases, middles and tops that were defined by horizontal bands and cornices. The windows were aligned vertical and horizontally. and the materials were usually limited in variety to one primary building material with one more for detail.

This should be clear to the committee reviewing the Uniontown building in which they have stated that the building should be similar to buildings within a 3 block area on Marine Drive. ***The fact that no other building in those three blocks is over 2 stories should not be a deterrent to the including of a 3 story building with a 4th floor cupola.*** The width of the building is consistent with those in the area. The building has other proportional elements such as its storefront broad windows with clerestories, and its tall and narrow upper floor windows. Also the horizontal banding and cornices define the base, middle and top of the building much like those historic one in the district.

Building heights alway vary along a strong, diverse and visually interesting main street. It's the smaller elements of the facades that need to be consistent in order for the taller and shorter buildings to be harmonious.



Attached



# SELLWOOD-MORELAND AND MAIN STREET DESIGN GUIDELINES

A SUPPLEMENT TO THE PDX MAIN STREET DESIGN GUIDELINES  
MARCH 2020 DRAFT

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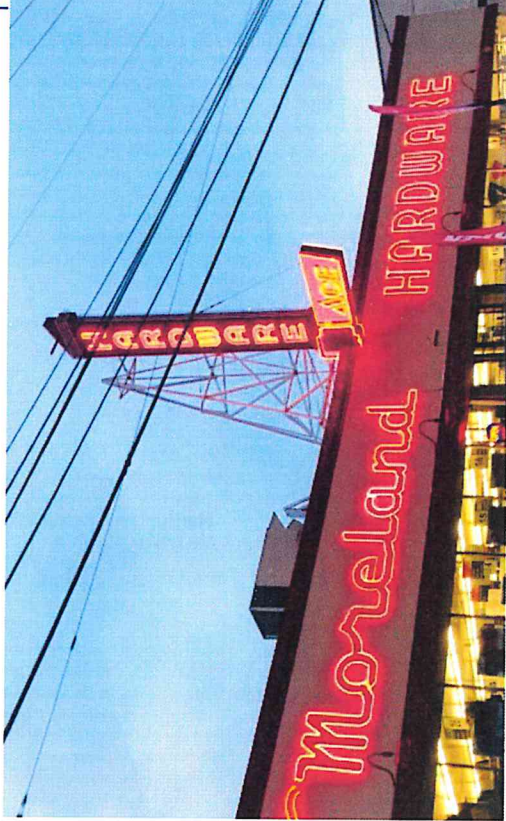
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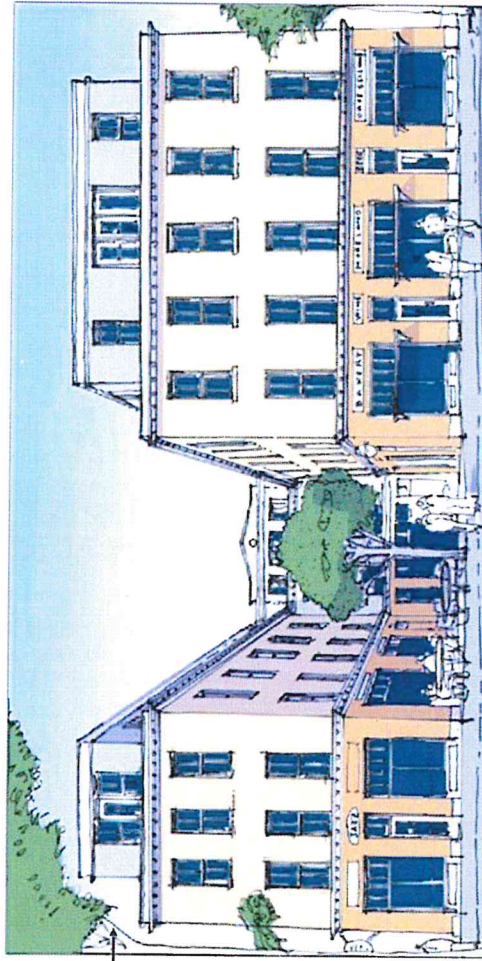
## Acknowledgements

- SMILE Main Street Team:** Vikki DeGaa, Miriam Erb, Shari Gilevich and Karen Kelly (also a member of Sellwood-Moreland Business Association)
- SMILE Land Use Committee:** David Schoellhamer, Bob Burkholder, Rocky Johnson, Francisco Salgado, Kirsten Leising, and the SMILE Main Street Team members above
- Volunteer help provided by:** Eileen Fitzsimons, Drew Beard, Eileen O'Keefe, Susie Cunningham and Jeffrey Merrick
- Design & Planning Consultants**  
Laurence Qamar, Qamar Architecture & Town Planning  
Heather Flint Chatto, Forage Design & PDX Main Streets  
Linda Nettekoven, PDX Main Streets
- Photography, Architectural Renderings & Graphic Design**  
Michael Molinaro, Laurence Qamar, Heather Flint Chatto



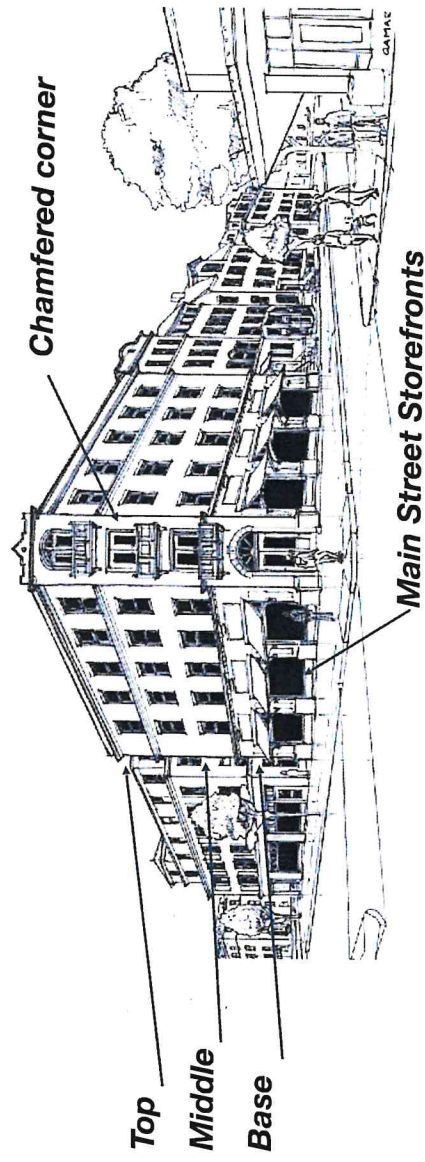
# SELLWOOD-MORELAND “GUIDELINES AT A GLANCE”

## Encouraged Mixed Use Design Patterns + Building Form



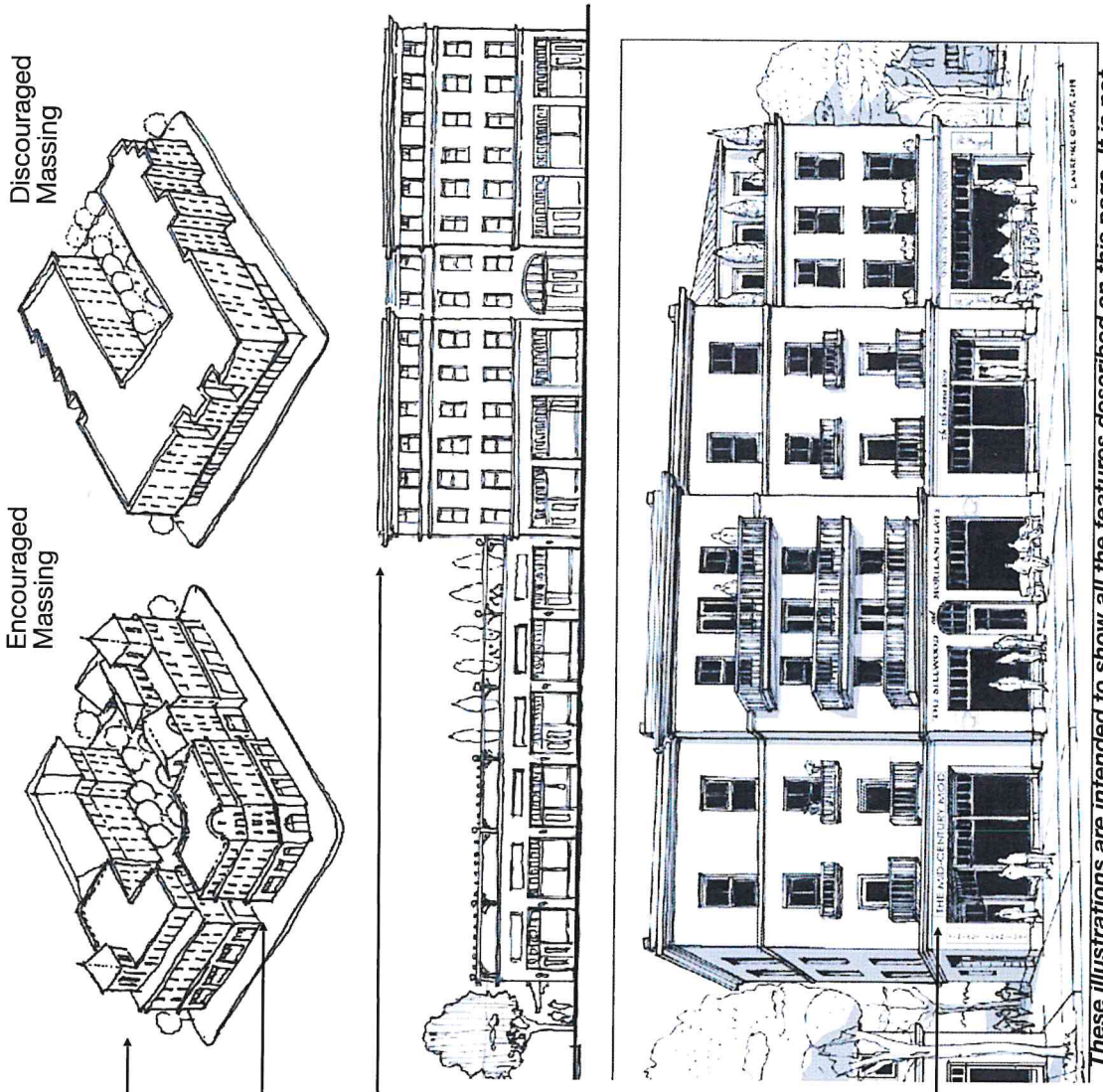
Images above and below demonstrate main street patterns, harmonious design on all sides, and tall vertical inset windows that reflect human scale proportions. (Illustrations by Laurence Qamar) These illustrations are intended to show all the features described on this page. It is not expected that all features would be included in one new development.

- **Upper Level Stepbacks** (maintain density and minimize scale contrasts)
- **Base-Middle-Top**  
Articulated rooflines  
Horizontal bands/cornices  
Storefronts
- **Main Street Storefronts**  
Recessed Entries, raised sills, display windows with clerestory windows above
- **Cost Efficient Design**  
Stacked floorplates (no cantilevers)  
Vertically + horizontally aligned windows/doors  
Avoid arbitrary and abstract Form articulation
- **Windows**  
Human-scale proportioning  
Tall vertical inset windows  
Divided panes in larger windows  
Symmetrical window patterns  
Avoid excessive material framing
- **Harmonious Design on All Sides**  
No blank walls, consistent materials
- **Corner Treatments**  
Chamfers, Entries, Arches, Balconies, Simple Ornament or Artistic Details
- **Balconies + Bays**



# SELLWOOD-MORELAND “GUIDELINES AT A GLANCE”

## Encouraged Mixed Use Design Patterns + Building Form



Discouraged Massing

Encouraged Massing

- **Building Massing/Building Form**  
Divide large building projects into smaller multiple buildings

- **Create Mid-block Passthroughs, Courtyards + Gathering Spaces**  
where possible

- **Relate to Neighborhood Patterns**  
Minimize appearance of scale contrasts with newer larger buildings through main street base-middle-top, storefront design, etc

- **Materials & Craftsmanship**  
Limit number of materials and use natural materials (brick, stucco, concrete, wood, clapboard)

- **Arches at Entries, Upper Windows & Ground Level**

- **Streetscape Design & Pedestrian Amenities**  
Landscaping, street seats and benches, public art, bike racks, tree grates, sidewalk awnings.

- **Pedestrian Oriented Signage**  
Neon and Portland marquee blade signs.

- **Facade Lighting**

- **Utilities Screening**

*These illustrations are intended to show all the features described on this page. It is not expected that all features would be included in one new development.*

# A Balance of Diversity & Harmony

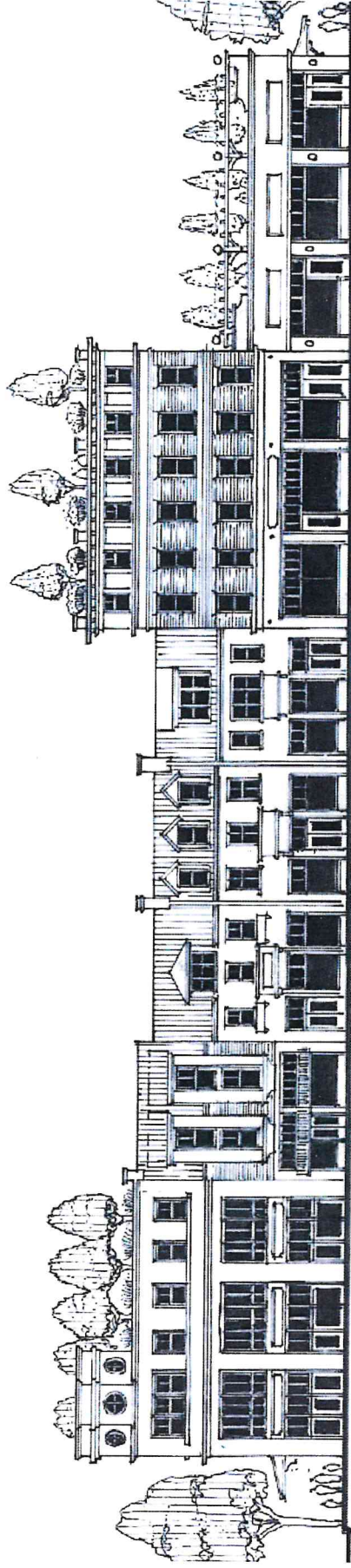
## DESIGN GUIDELINES:

- **Relate to neighborhood patterns** that draw from those in the district to maintain compatibility and context, while allowing for a diversity of architectural styles and interpretations and maintaining room for innovation. (Refer to pages 6-7 and Architectural Context Patterns, page 8)
- **Encourage a diversity of housing types**, sizes and affordability levels while maintaining consistent human scale, proportion and rhythm.

**PURPOSE:** Encourage new and old main street buildings to share similar building patterns (e.g. storefronts, base-middle-top, etc.), but not necessarily identical proportions, scale and features, so that new developments can express both their own unique identities while being in harmony with their neighbors.



*Above: A newer 21st century example on the right side above has main street patterns with a different style still uses architectural design approaches of common features as well relative proportions that foster harmony and diversity. (Photo by M. Molinaro) Below: A variety of housing types and scales illustrate design features shown on pages 6 and 7 (Illustration by L. Qamar)*



Corner three story residential with retail and mezzanine, 50' wide

Two and a half live/work townhouses, 25' wide

Four story apartments over retail, 50' wide

One story tall retail with roof terrace 50' wide

## Varied buildings in harmony due to similar proportions + rhythm

# Design for Affordability & Context

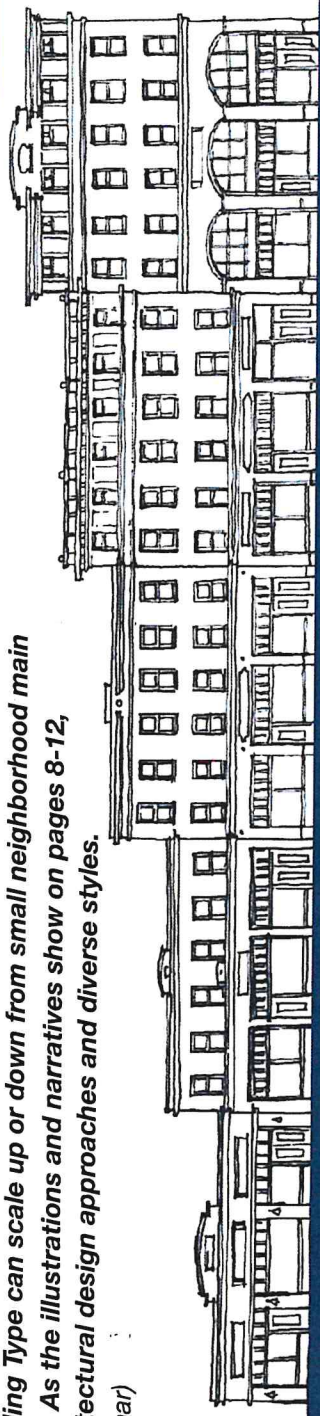
**DESIGN GUIDELINE:** Use simple and compact building form and massing, stack unit plans and floor plates, align window and door openings within walls, and avoid cantilevering large structural elements.

**PURPOSE:** Artistry at the small scale of applied craftsmanship and ornament on a simple building form is more cost efficient than sculptural complexity in the overall building form. For example, “large cantilevers lead to significant amount of additional costs as does excessive form articulation and the now common use of large, arbitrarily conceived “overbuild” elements on the building facades.”<sup>5</sup> Building designs that tend to be more conventional/traditional in nature are more prone to be affordable to construct and also to operate and maintain over the long term. Common sense design practices that are often considered “traditional”, such as those noted above and exemplified in a variety of scales below (e.g. aligning windows and stacking building elements), are often more affordable.<sup>5</sup>



*A Universal Mixed-use Building Type can scale up or down from small neighborhood main streets to large city centers. As the illustrations and narratives show on pages 8-12, this can work in many architectural design approaches and diverse styles.*

*(Illustrations by Laurence Qamar)*

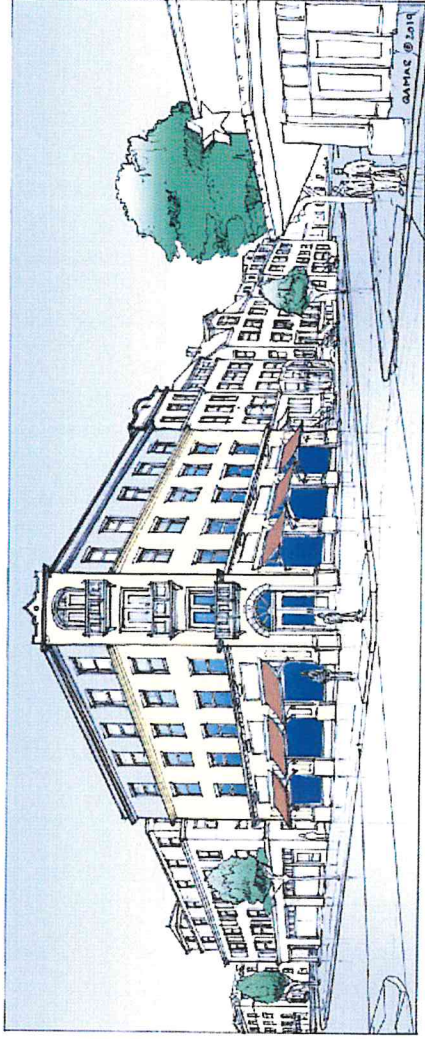


<sup>5</sup> Excerpts from testimony on the Design Overlay Zoning Amendments (DOZA project) September 2019. Quote from Mike Steffen, Director of Innovation, Walsh Construction.

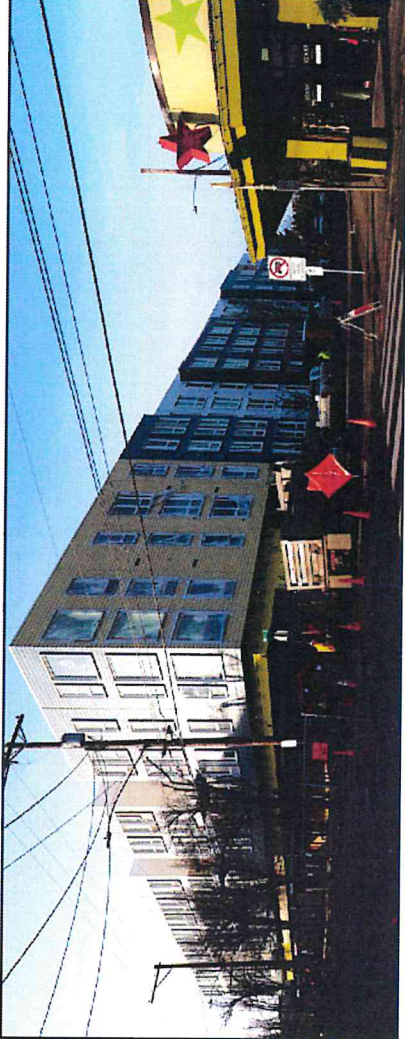
# Building Form\*

**DESIGN GUIDELINE:** Divide large building projects into smaller, multiple buildings. When a development is more than 50'-75' in length, it should be designed as multiple buildings to better relate to the district pattern of smaller storefronts.

**PURPOSE:** Ensure the Building Massing does not dominate the public realm.<sup>6</sup> By dividing larger developments to appear as multiple narrower buildings, new development should fit more harmoniously into the scale of older main streets, even if the new buildings are taller than older buildings. The assembly of smaller buildings is ideally differentiated with varied building elements such as materials, windows, balconies, cornices and rooflines, while at the same time being similar enough to each other.



Encouraged Building Form



Discouraged Building Form

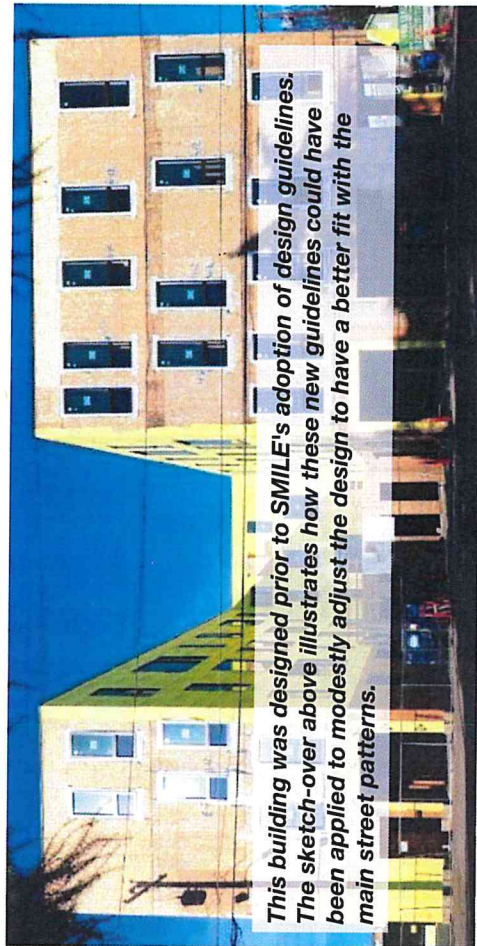
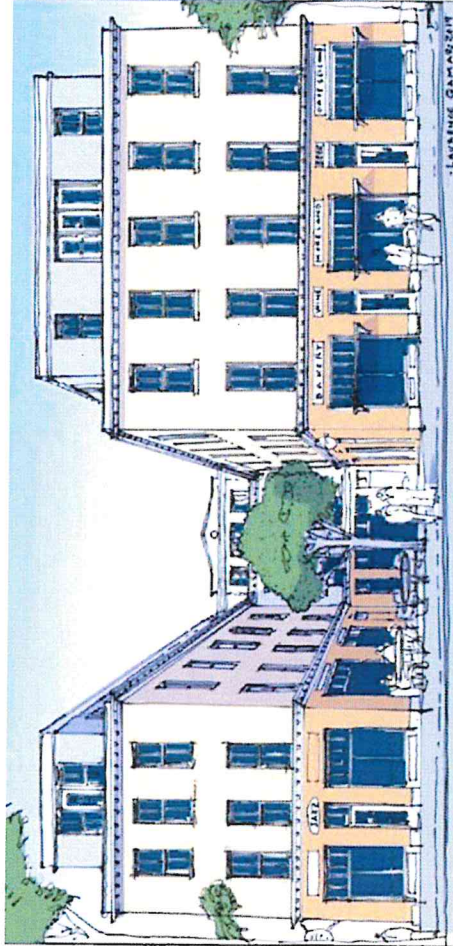
The at bottom left building was designed prior to SMILE's adoption of design guidelines. The sketch-over above illustrates how these new guidelines could have been applied to modestly adjust the design to have a better fit with the main street patterns. This top illustration maintains the same density and relates to smaller lot widths, as well as includes local area features, such as roofline forms, arches, etc. (Drawings by L. Qamar, photo by M. Molinaro)

<sup>6</sup> Source: Adopted design guidelines from Seattle University-District Design Guidelines 2019

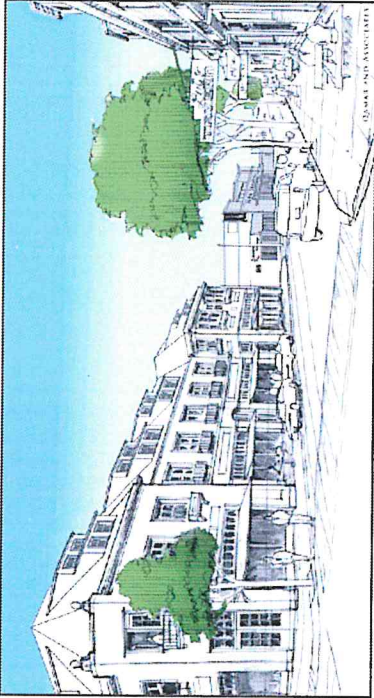
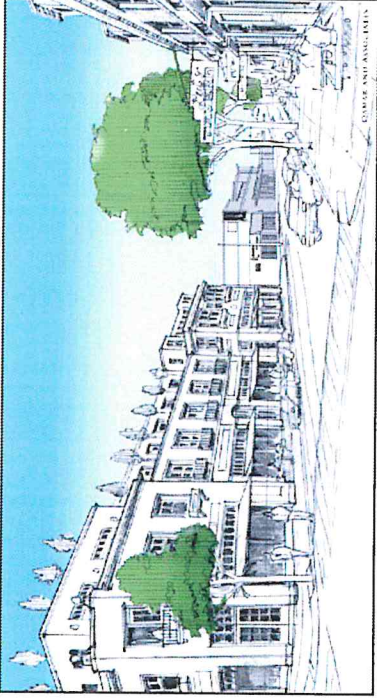
# Upper Level Stepbacks\*

**DESIGN GUIDELINE:** Reduce the appearance of scale contrasts between existing, lower-scale buildings and newer, taller structures. When new buildings are four stories or taller, step back the building face at least 5' on the facade of the 4th floor. Alternately, this can be done with sloped roofs and dormers above the 3rd floor.

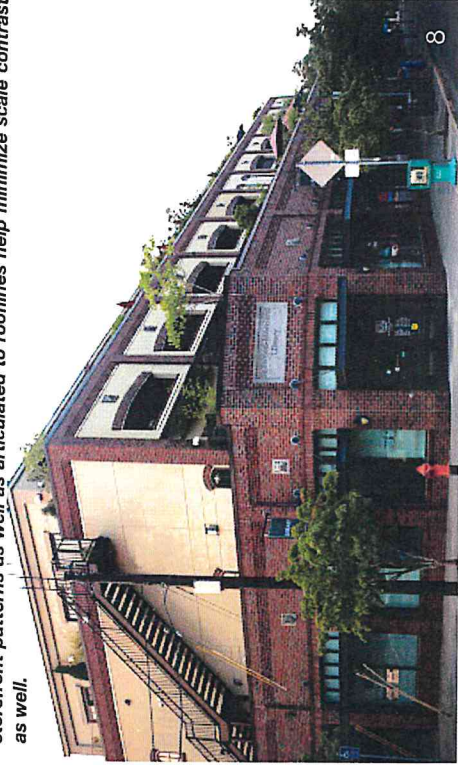
**PURPOSE:** By stepping the upper floors back, more sunlight can reach the sidewalks and storefronts, and the building heights loom less over pedestrians.



*This building was designed prior to SMILE's adoption of design guidelines. The sketch-over above illustrates how these new guidelines could have been applied to modestly adjust the design to have a better fit with the main street patterns.*



*Examples of upper level stepback alternative approaches (above, below and at left). (Illustrations by L. Qamar) Image at left highlights how the alignment of openings vertically and horizontally can contribute to a harmonious building design. Horizontal cornices, in building top left and bottom right show stepbacks and storefront patterns as well, as articulated to rooflines help minimize scale contrasts as well.*

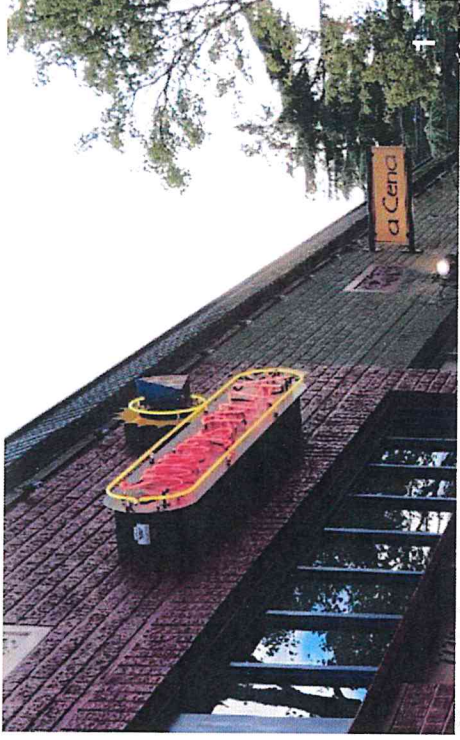


# Signage\*

**DESIGN GUIDELINES:** Sellwood-Moreland has many neon signs and historic marquee signs such as the Moreland Theater building sign (see illustration #4) that projects upwards from the buildings. The following are encouraged:

- Pedestrian oriented signage that is tailored to those at the street level versus auto oriented signage.
- Blade signs, figurative signs, marquees, neon signs
- Additional signage may be used on doors, windows and awnings, but should be scaled to the building
- Avoid plastic internally-lit signage

**PURPOSE:** Maintain a local, unique flavor through well-crafted signage.



Signage in items 1-4 show positive, pedestrian-oriented signage examples, #5 shows new construction with good building design but signage that looks less handcrafted and scaled more to autos.



## Streetscape Amenities\*

**DESIGN GUIDELINES:** New development projects are strongly encouraged to include streetscape amenities such as the following:

- Landscaping
- Art and water features (integrate stormwater when possible)
- Bike racks
- Seating
- Gathering spaces & courtyards
- Alleys & mid-block pass-throughs
- Artful and functional bicycle racks
- Trash, recycling
- Informational kiosks

**PURPOSE:** Encourage opportunities for new amenities that help create district cohesion and streetscape vibrancy for all residents and visitors as Sellwood-Moreland grows.



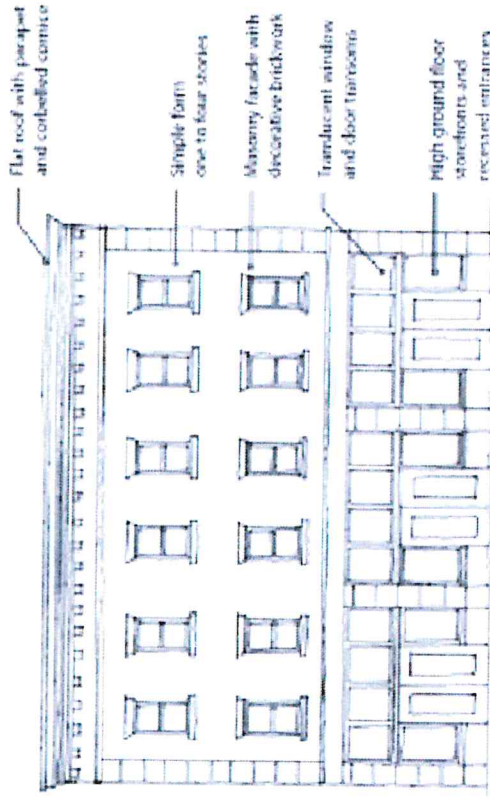


# Encouraged Main Street Design Patterns

(See the PDX Main Streets Guidelines for more detail)

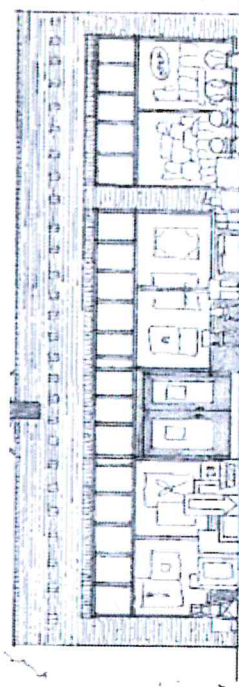
## BUILDING FORM

- Bottom, Middle, Top
- Balconies, Bumpouts & Bays
- Corner Treatments, Chamfers + Towers
- Stepdowns + Stepbacks
- Distinct Building Segments
- Rhythm of Recessed Entries



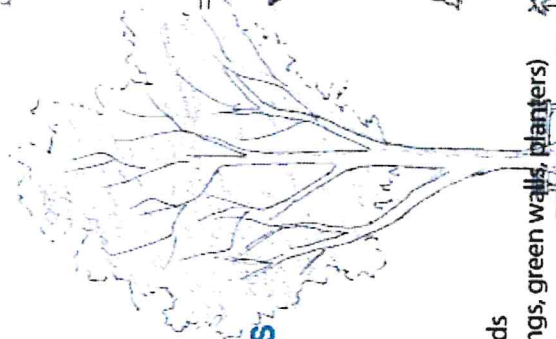
## MAIN STREET FACADES

- Articulated Rooflines and Cornices
- Clerestory Windows
- Raised Sills
- Large Storefront Windows
- Repeating Pattern of Windows
- Blank Wall Treatments



## PEDESTRIAN AMENITIES

- Interactive Art + Water Features
- Facade + Amenity Lighting
- Awnings
- Public Seating
- Pedestrian Passthroughs, Plazas & Courtyards
- Landscaping (Bigger trees for bigger buildings, green walls, planters)



# Examples of similarly shaped Historic apartment buildings

ctrabucco46@comcast.net

Feb 7, 2021, 11:01 PM

to me, ctrabucco46

Rosemary,

Attached are two examples of historic apartment Buildings with a similar configuration as the proposed. Refer to our narrative for the description where we said:

The buildings' exterior design character is reminiscent of historic mixed-use residential, industrial and retail buildings in the neighborhood, the city and the surrounding region. It is modeled after historic precedents in which buildings were typically simple rectangular geometries (often ranging from 1 to 5 stories). Variation in the facades were achieved most often with limited additions of architectural elements such as balconies, bay windows, cornices, and uniformly proportioned/scaled windows. The windows in these buildings are tall and narrow, much like historic window proportions throughout Astoria. They are evenly spaced and rhythmic. Recessed windows emphasize shadows and depth in the facade.

Buildings typically were constructed of one unifying material such as masonry, wood, and metal, along with a second minor material used in trim, cornices, and balconies. If major material changes were used, typically the heavier material (masonry) formed the base of the building with lighter materials (wood) above. Materials were structural (not exterior veneers) as they were load-bearing exterior walls. Banding of cornice lines between each floor and at the parapet defined and gave visual layering of the building stories.

These Portway Station buildings are made of Corten steel as they are shipping containers. Colors are painted onto the steel. We are using a rich deep-red reminiscent of the other red industrial buildings in the district. Additionally, a trim color of an off-white is used for accent.

The composition of the building with its tall narrow windows and multi-story balconies is modeled after buildings in the region, such as the historic residential buildings at Fort Columbia and Fort Vancouver (See attached examples) .

Chester Trabucco  
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## 2 Attachments

