

BEFORE THE HISTORIC LANDMARKS COMMISSION
OF THE CITY OF ASTORIA

IN THE MATTER OF NEW CONSTRUCTION REQUEST)
)
FOR THE FOLLOWING PROPERTY: MAP T8N R9W)
SECTION 7CC, TAX LOT 3500, LOTS 34, 35, 36, BLOCK B,)
TAYLOR; 432 W. MARINE DR., ASTORIA OR 97103 and)
MAP T8N R9W SECTION 7CC, TAX LOT 1600, LOT 1,)
BLOCK B, TAYLOR; 65 PORTWAY ST, ASTORIA, OR 97103)
)
ZONES: C-3 (GENERAL COMMERCIAL) AND UTO)
(UNIONTOWN OVERLAY))
)
APPLICANT: PORTWAY STATION LLC, CHESTER)
TRABUCCO, 990 ASTOR STREET, ASTORIA, OR 97103)

ORDER NO. NC21-01

The above named applicant applied to the City for New Construction Request (NC21-01) to construct a mixed commercial/multi-family residential structure at 432 W. Marine Drive and a multi-family residential structure at 65 Portway Street in the C-3 (General Commercial) and the UTO (Uniontown Overlay) zones within the city limits of Astoria. The site is adjacent to structures designated historic in the Uniontown-Alameda National Register Historic District.

A public hearing on the above entitled matter was held before the Historic Landmarks Commission on March 16, 2021 and the Historic Landmarks Commission closed the public hearing at the March 16, 2021 meeting. The Historic Landmarks Commission rendered a decision at the April 20, 2021 meeting.

The Historic Landmarks Commission orders that this application for New Construction Request (NC21-01) 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 date 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.*

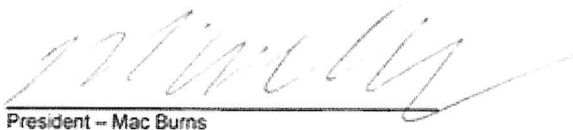
The permit will be void after two years unless substantial construction has taken place, or use has begun. However, the Historic Landmarks Commission may extend the permit for an additional one year upon request by the applicant.

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).

DATE SIGNED: APRIL 20, 2021

DATE MAILED: APRIL 22, 2021

HISTORIC LANDMARKS COMMISSION



President – Mac Burns

(excused)

Commissioner Jackson Ross



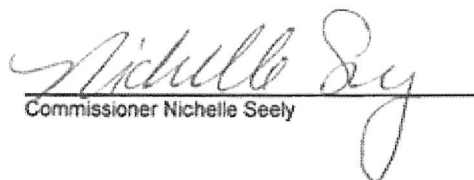
Vice President – Michelle Dieffenbach



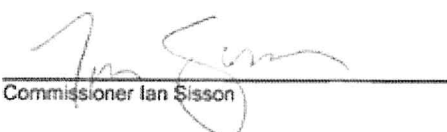
Commissioner Lynette Thiel-Smith

(abstained)

Commissioner Jack Osterberg



Commissioner Nichelle Seely



Commissioner Ian Sisson



CITY OF ASTORIA

Founded 1811 • Incorporated 1856
1095 Duane Street • Astoria OR 97103 • Phone 503-338-5183 • www.astoria.or.us • planning@astoria.or.us

STAFF REPORT AND FINDINGS OF FACT

REPORT RELEASE DATE: March 10, 2021

REVISED DATE: March 16, 2021

COMMISSION HEARING DATE: March 16, 2021; continued to April 20, 2021

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, PLANNING CONSULTANT

SUBJECT: NEW CONSTRUCTION REQUEST (NC21-01) TO CONSTRUCT ONE BUILDING AT 432 W MARINE DRIVE AND ONE AT 65 PORTWAY STREET

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

65 Portway Street; Map T8N R9W Section 7CC, Tax Lot 1600; Lot 1, 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 at 432 W Marine; and a multi-family residential structure at 65 Portway

- F. Associated Application: The applicant has also submitted a Design Review application (DR21-01) for 432 W Marine. The Design Review application is tentatively scheduled to be reviewed by the Design Review Commission on April 1, 2021. The applicant may need to apply for a variance from maximum height for 435 W Marine and from required off-street parking for both buildings.
- G. 120 Days: July 1, 2021 (application deemed complete on March 3, 2021)

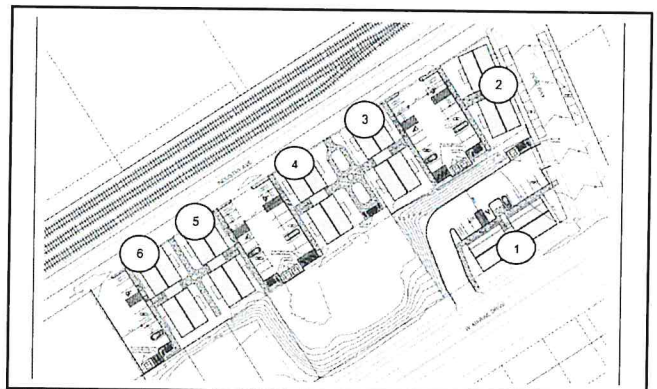
II. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on February 19, 2021. Email and web publishing also occurred on February 19, 2021. A notice of public hearing was published in the *Astorian* on March 6, 2021. On-site notice pursuant to Section 9.020.D was posted February 24, 2021. Any comments received will be made available at the Historic Landmarks Commission meeting.

III. BACKGROUND

The subject property is currently two lots - one fronting on West Marine Drive is a former gas station site of 15,757 square feet; and one site of 7,272 square feet on the corner of Portway and Industry is developed with a two-story commercial building. It is located in the C-3 Zone (General Commercial) and the West Marine Drive lot is also located within the Uniontown Overlay Zone (UTO). The proposed use is for multi-family dwellings and the West Marine Drive site would also have commercial facilities on the ground floor. These are all outright uses within the zone. The West Marine Drive site will require Design Review (DR21-01) which is pending review by the Design Review Commission (DRC) at its April 1, 2021 meeting. The applicant would also need to apply for a Variance from the off-street parking requirements, and possibly from building height for the West Marine Drive site. The applications have 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. Findings of Fact will address common items together and specific design differences of each Pod separately. Conditions of approval will also be separated for each Pod. The remaining Pods within the development do not require design review and will be reviewed for zoning compliance by the Planner.

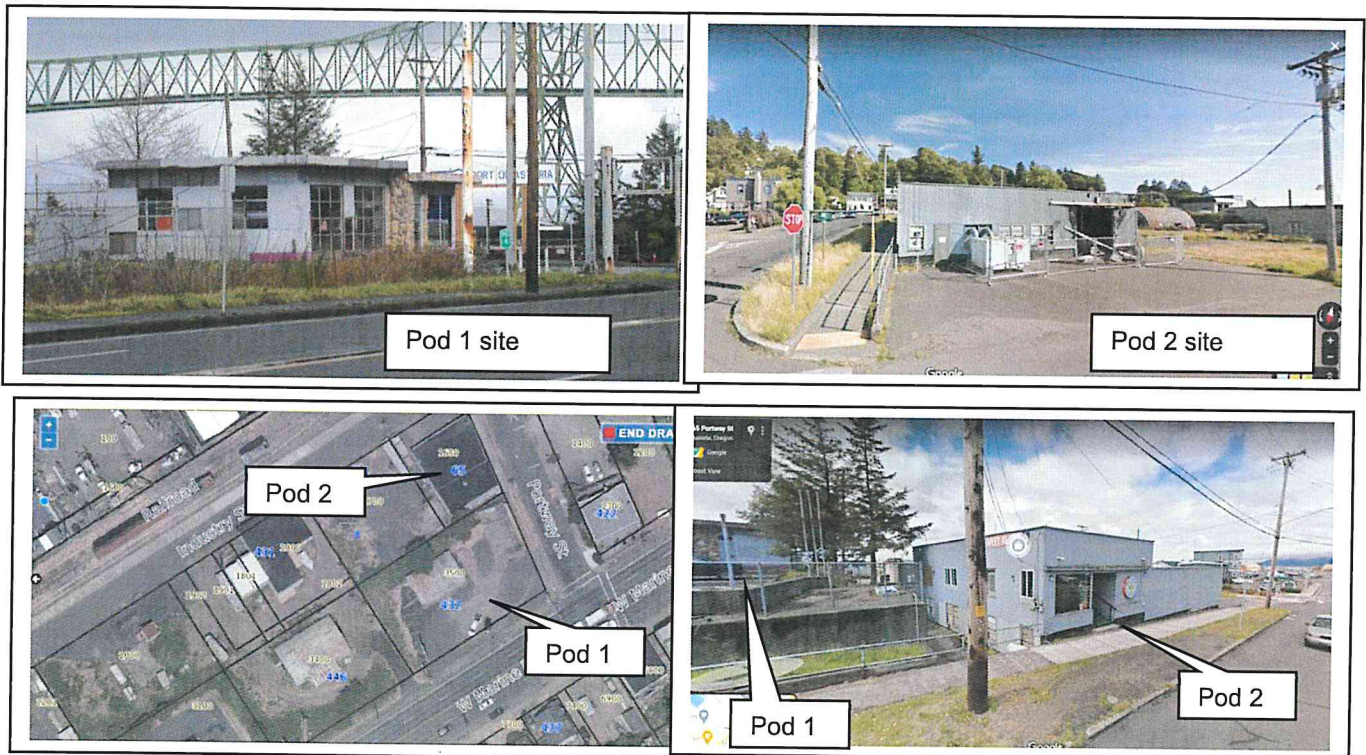


Staff has worked with the applicant for several weeks concerning design and material changes. There may be conflicting items within the application material. However, the HLC should consider the details, materials, dimensions, etc. as noted in the staff report as the final design presented by the applicant.

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.

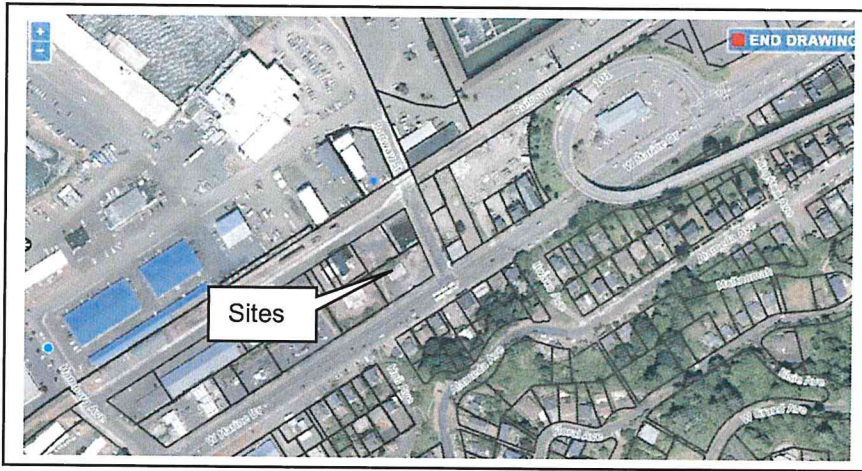
A. Site:

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.

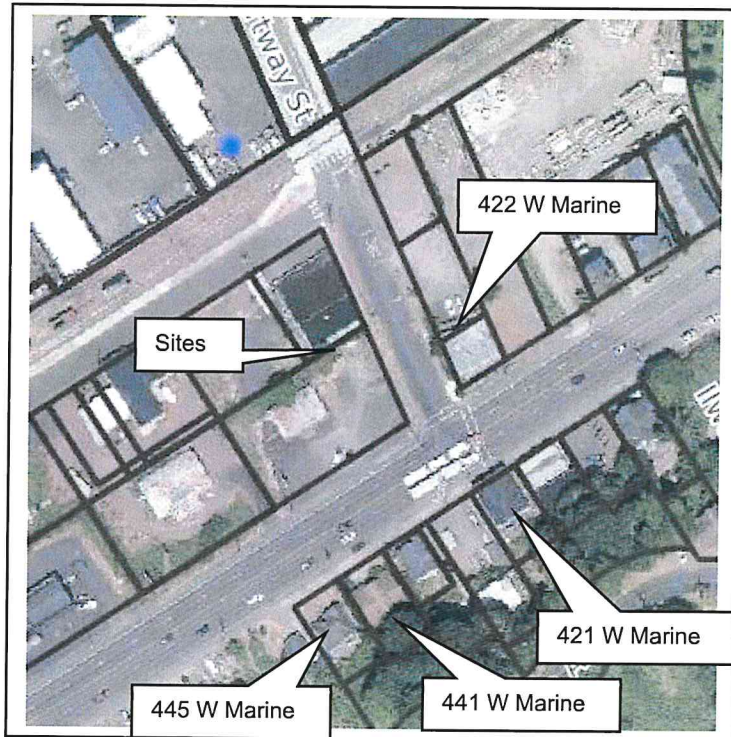


B. Neighborhood:

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



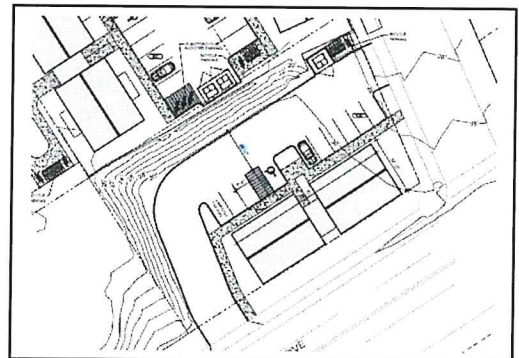
445 W Marine
Secondary
Uniontown-Alameda National Register
Historic District
English Cottage
c 1925

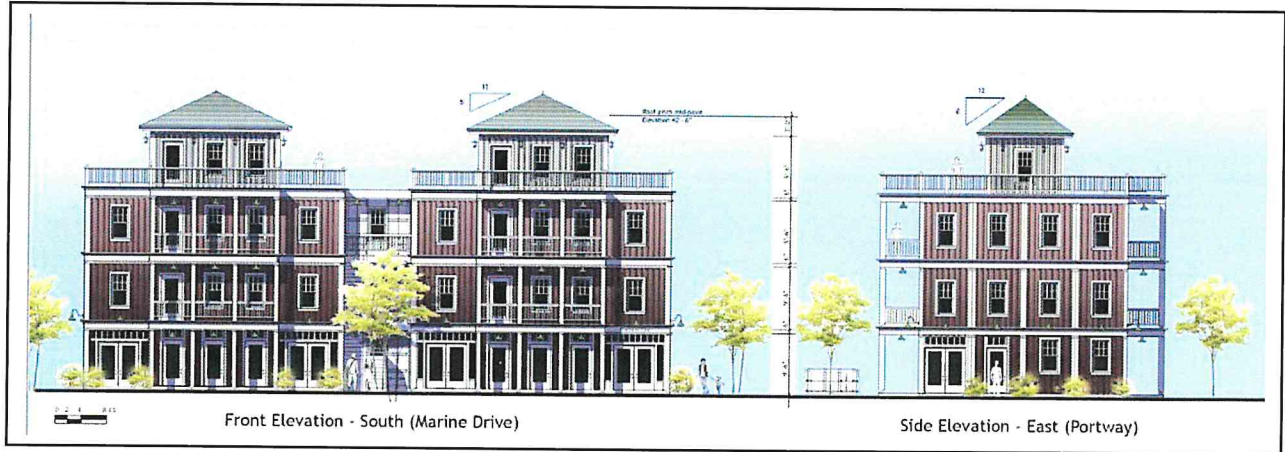


D. **Proposal for Pod 1:**

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

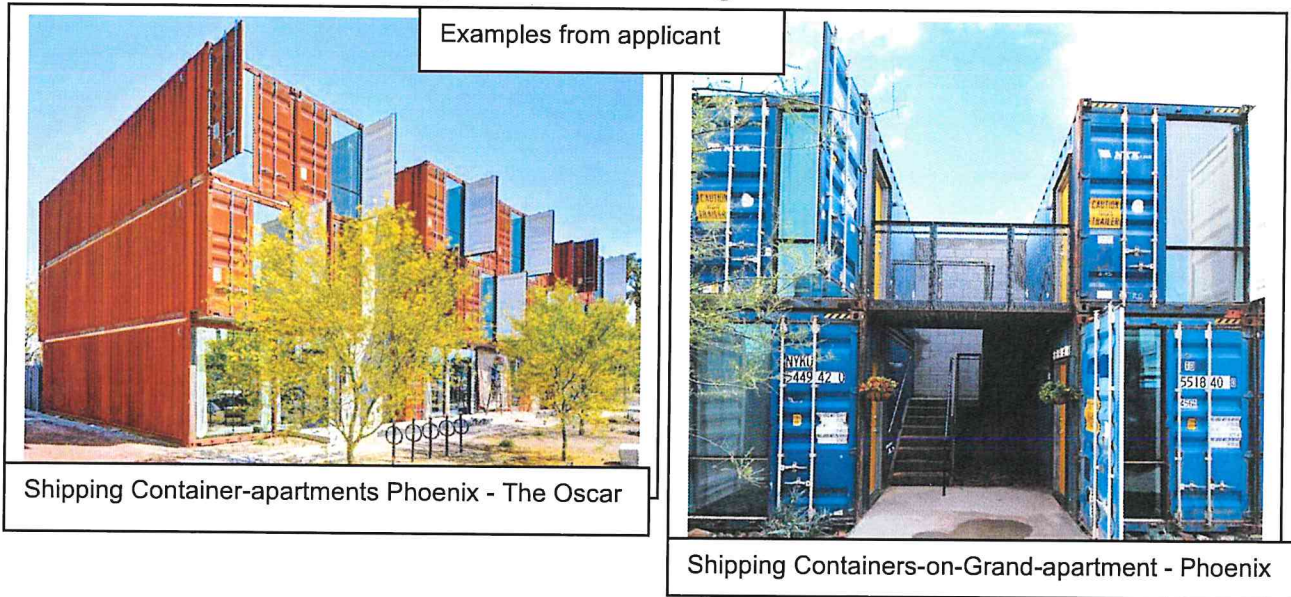
Style/Form: two rectangular structures connected with a common central staircase. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 30' x 90'. Design elements are proposed to give it more of a commercial / residential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



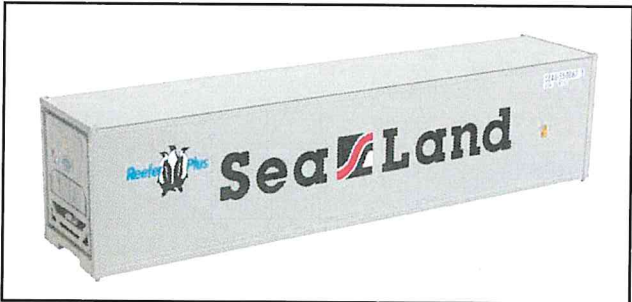


Roof/height: Flat roof of walkable decking material at a height of 30' to the parapet with balustrade and a central “pop-up” room with a 5:12 pitch hip roof at a height of 42.5' to the mid-point between the eave and ridge; architectural composition shingles or low standing seam metal on the hip roof in a dark green color.

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.

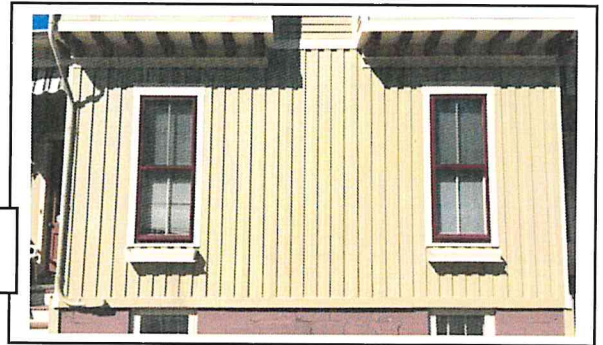


Applicant has submitted an alternative cargo container that is not ribbed and has vertical lines of rivets.



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.



Front Elevation - South (Marine Drive)



Composite/Fibrex®
Fused reclaimed wood and PVC polymer that creates a material 2x as strong as Vinyl.



Side Elevation - West

Rear Elevation (North)

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. Ground floor commercial spaces would include transoms above the doors. Contemporary metal door hardware.

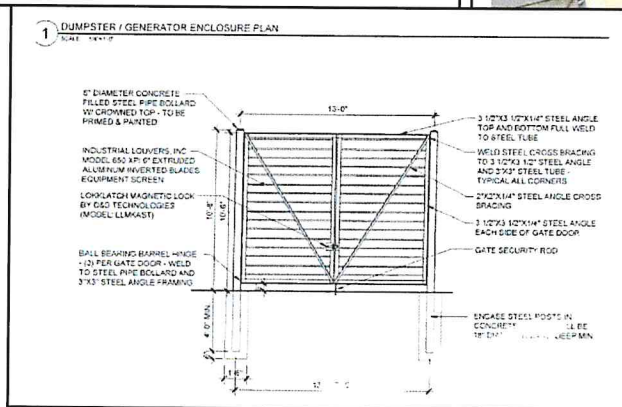
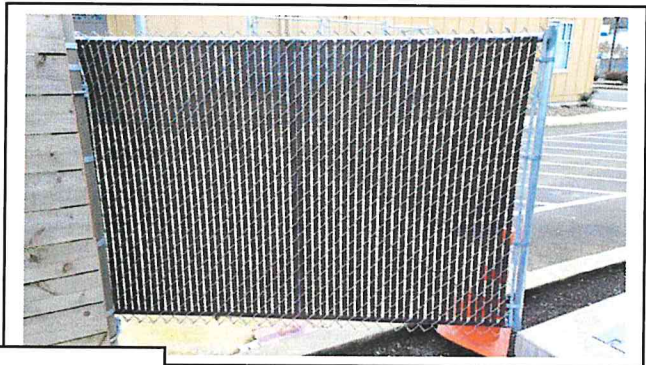


Other Design Elements: belt course between floors of a 12" metal "cornice" band; 6' deep porches on north and south elevations with wood support posts and balustrades; balustrade on roof to allow outside use of roof area; pop-up room on roof with 10' setback from building facade on all sides; central 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: See Section F as lighting is the same for both Pods.

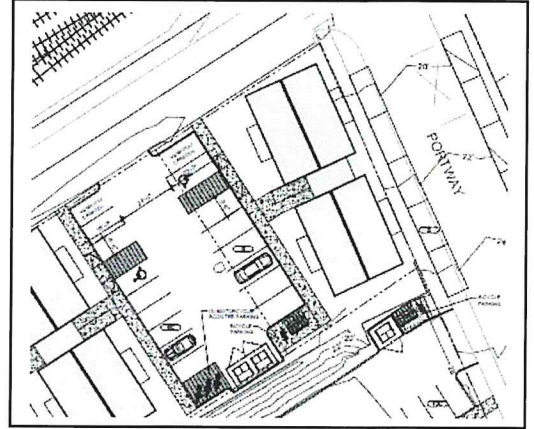
Solid Waste Disposal Area: one enclosure is proposed for Pod 1 in the northeast corner of the lot; one double wide enclosure is proposed on the south, rear property line between Pods 2 & 3. Concrete support posts with metal framing; Dimensions are 13' deep x 20' wide x 5.5' tall and includes recycle and trash. Cedar on the sides. Slatted cyclone fencing on the gates



E. **Proposal for Pod 2:**

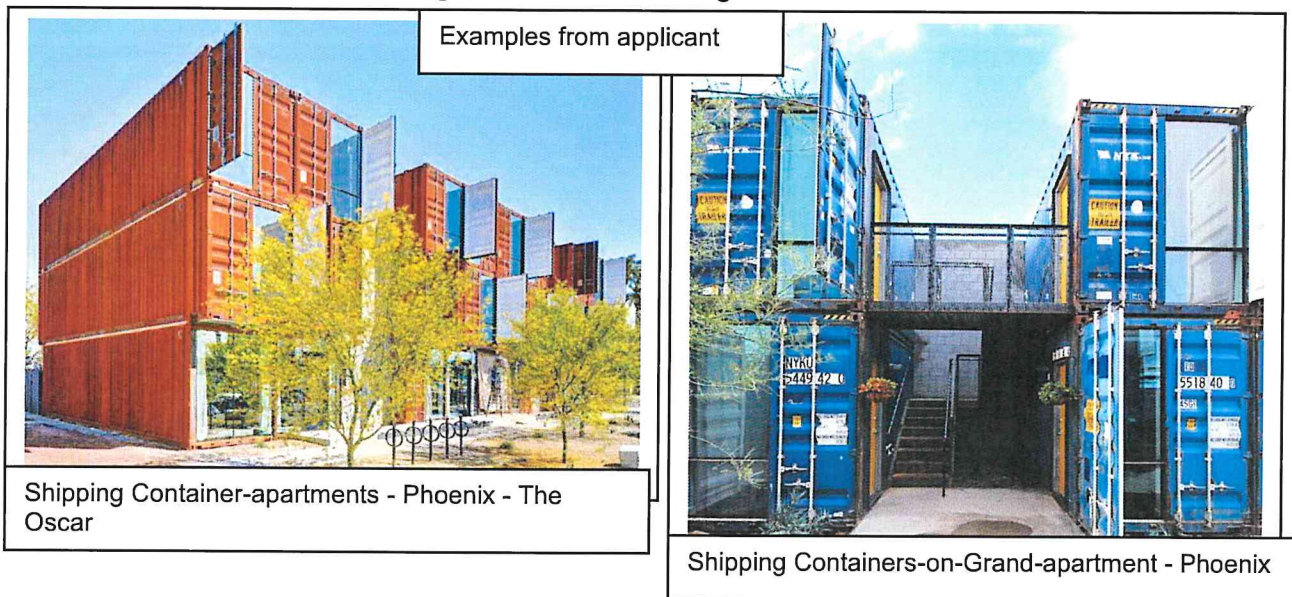
To construct a multi-family dwelling.

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: 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 or low standing seam metal in a dark green color.

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.



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 will 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.



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. Contemporary metal door hardware.



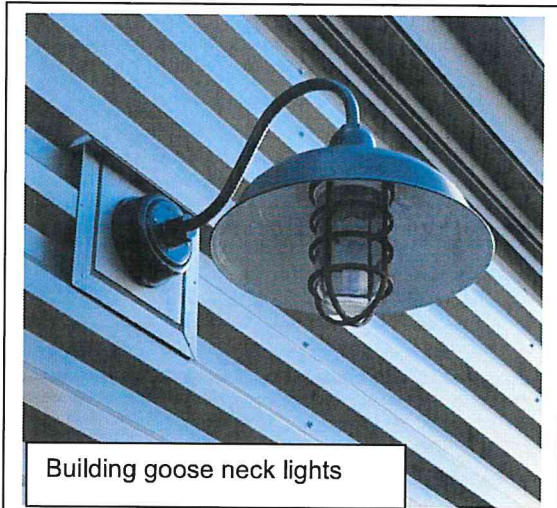
Other Design Elements: belt course between floors of a 12" metal "cornice" band; 6' deep porches on east and west elevations with wood support posts and balustrades; central covered/open staircase between the two units with concrete stairs, wood balustrades, and cargo container doors with existing hardware to create open wall areas.



Exterior Lighting: See Section F as lighting is the same for both Pods.

F. Lighting for Pods 1 & 2.

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

d^{series}

Specifications

EPA:	0.95 ft ² (0.09 m ²)
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height:	7" (17.8 cm)
Weight (max):	16 lbs (7.2 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

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 6.070.A, New Construction, Certificate of Appropriateness, states “No person, corporation, or other entity shall construct a new structure adjacent to or across a public right-of-way from a Historic Landmark as described in Section 6.040, without first obtaining a Certificate of Appropriateness from the Historic Landmarks Commission.”

Finding: The proposed structure would be adjacent to structures listed as historic in the Uniontown-Alameda National Register Historic District and

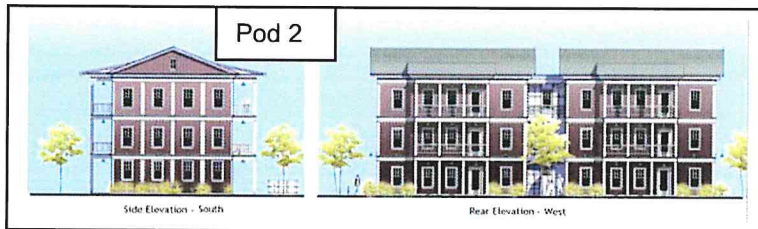
therefore, City finds that it requires review and a Certificate of Appropriateness from the HLC.

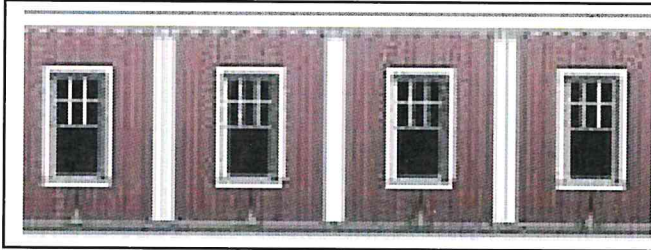
- B. Section 6.070.B.1, Historic Landmarks Commission Historic Design Review Criteria, states “A request to construct a new structure shall be reviewed by the Historic Landmarks Commission following receipt of the request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria:

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

1. **Finding for Pod 1 and Pod 2:** The proposed structures would be the same style composed of 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' foot print. Architectural details common to the two Pods include the windows, porches, belt course, doors, and lighting. Items unique to a Pod are address as separate Findings section for each Pod.

- a. **Windows:** There would be windows on all elevations of single-hung Fibrex composite material with exterior/interior muntins in a 6/1 configuration. Window dimensions are 2'8" W x 5'.0" H. Windows would have wood casings with a dimension of 4" W x 1.25" D. Windows would 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.





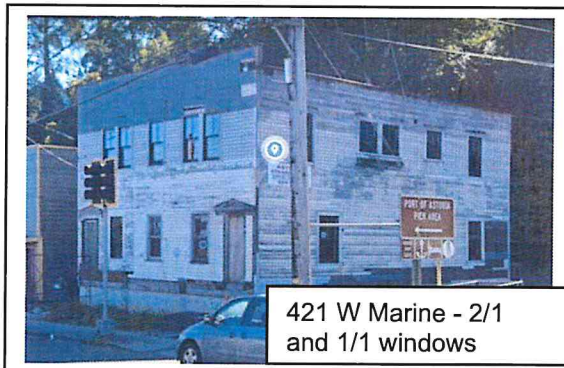
What Is Fibrex® Material?

- A blend of 40 percent wood fiber by weight, mostly reclaimed from Andersen manufacturing processes, with 60 percent thermoplastic polymer by weight, some of which is also reclaimed.
- Blocks thermal transfer nearly 700 times better than aluminum to help reduce heating and cooling bills.
- Reduces VOC emissions because no wood preservative treatments or painting is required.
- Twice as strong as vinyl, so weathertight seals stay weathertight.
- Retains its stability and rigidity in all climates.
- A unique fabrication process blends the color with the Fibrex® material during production for long-lasting beauty.
- Resists rot, decay and fungal growth, and won't flake, blister, peel, pit or corrode.*

The proposed material from Andersen Windows is described as “Fibrex” a manufacturer specific brand name. These are contemporary materials but allow for the dimensional characteristics of some wood windows. The City finds that the use of the contemporary, non-historic Fibrex material is compatible with the historic design because it is a product that closely resembles a historic wood window for application on a non-historic building.

Window casings are proposed to be wood. However, with the proposed CorTen steel construction and Fibrex windows, casings could be either wood or a fiber cement material. If a fiber cement material is used, it shall be smooth and not textured (Condition 1).

Windows are located symmetrically on the facade aligned vertically and horizontally with each other. The 6/1 configuration or multi-lites are similar to other waterfront style buildings in Astoria and are commonly found on board and batten structures. Windows in this neighborhood include 1/1, 2/1, and multi-lite windows. Use of this 6/1 design is consistent with window patterns in the general area. The City finds that the 6/1 window configuration and the placement of the windows is compatible with the adjacent historic structures.

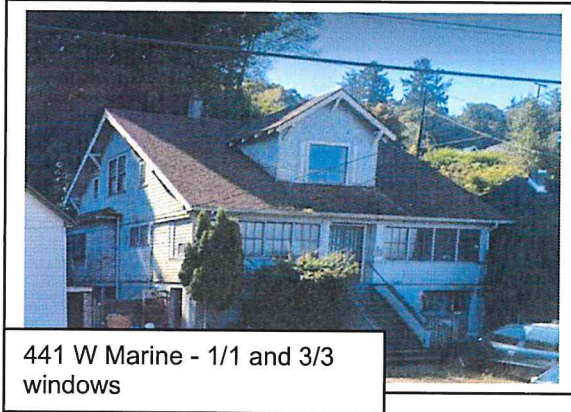


421 W Marine - 2/1 and 1/1 windows

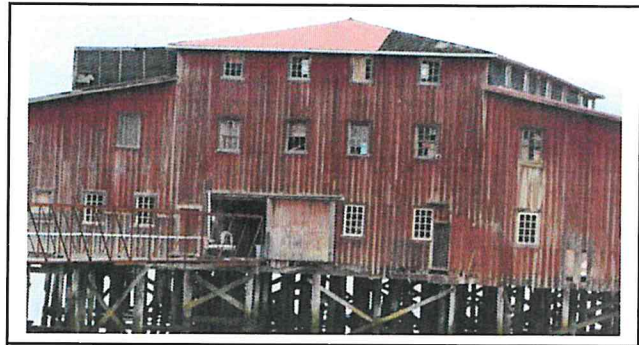


422 W Marine - 1/1 and multi-lite over multi-lite picture window





441 W Marine - 1/1 and 3/3 windows



100 30th - historic waterfront board & batten with 12 lite windows aligned vertically and horizontally

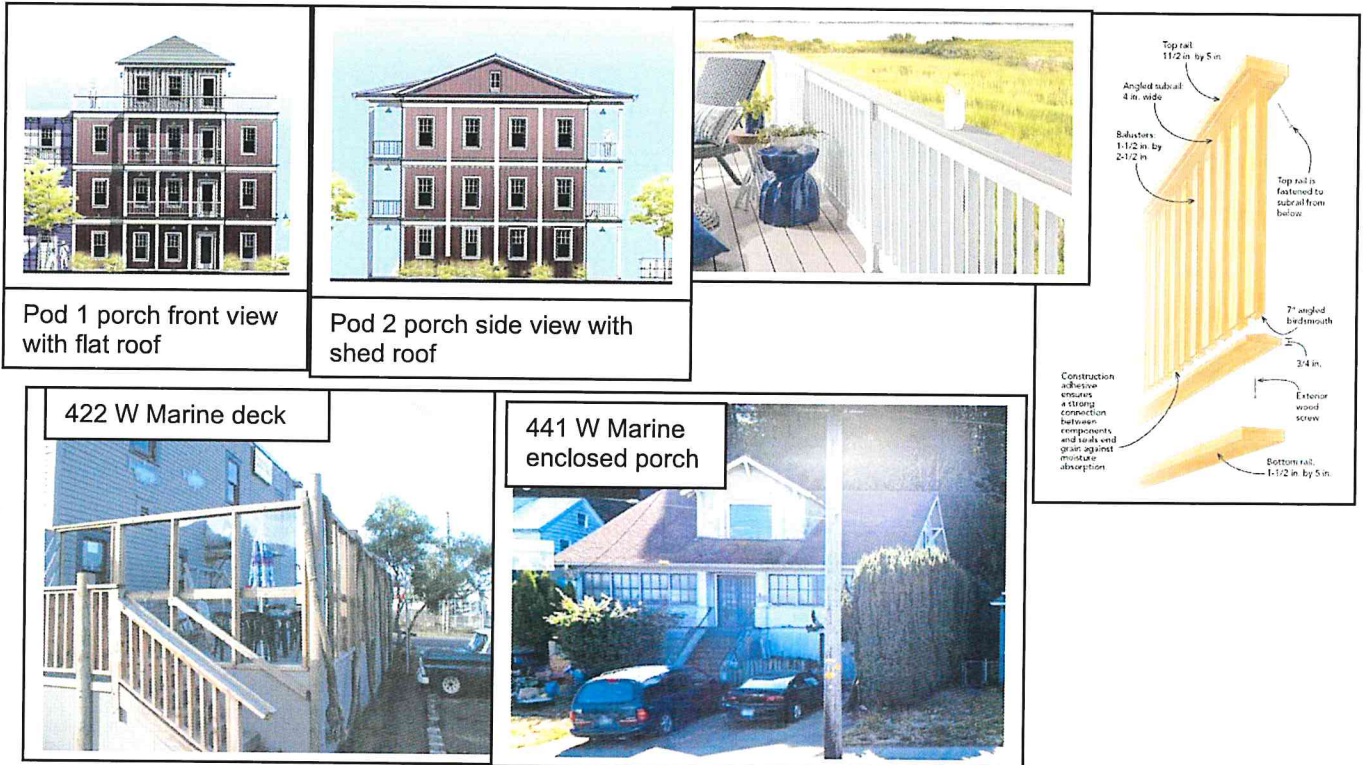
- b. **Doors:** Entry and Deck doors will be a fiberglass composite door with a full center lite. Dimensions are 7'-0" H x 3'-0"W. There would be contemporary metal door hardware.



Doors on the adjacent historic structures vary. The doors on 422 W Marine (Portway Tavern) are full multi-single-lite doors. The doors on 441 and 445 W Marine are full multi-lite door and multi-lite panel door. The doors on 403 W Marine are two full single-lite doors and one single-lite half panel door. Therefore, the City finds that use of full single-lite doors are compatible with adjacent historic doors.

- c. **Other Design Elements:** There will be a belt course between floors of a 12" metal "cornice" band on all four sides of the buildings. There will be vertical detail boards between the vertical windows on the side elevations and corner boards.

There will be 6' deep porches on the north and south elevations of Pod 1 and the east and west elevations of Pod 2 on all three floors. Porches would have wood support posts and balustrades with upper and lower rails. They will span approximately 50% of the facade and create a covered entry to some of the first-floor commercial spaces in Pod 1.



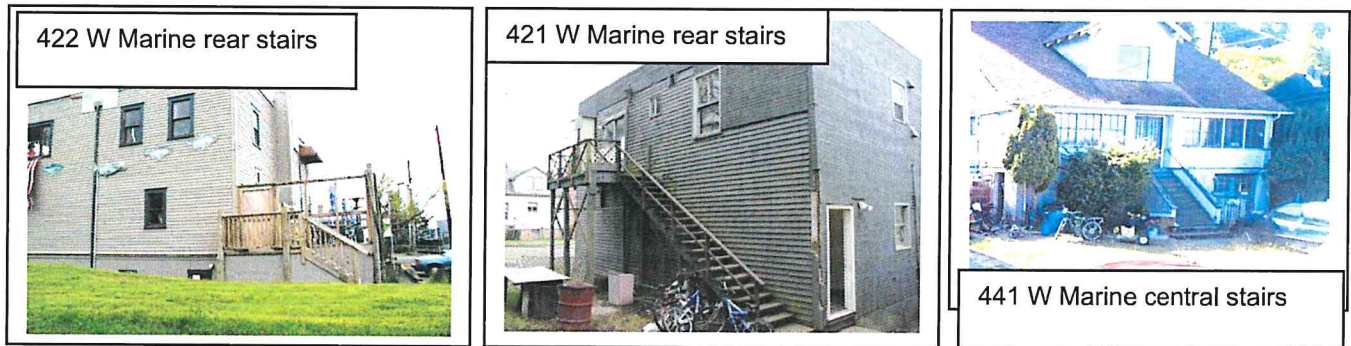
Portway Tavern at 422 W Marine has a contemporary deck of plexiglass with wood supports on the rear of the structure. The two residential structures have enclosed front porches. The proposed deck and balustrade is a traditional historic design found throughout Astoria on many styles of structures. The buildings are proposed for multi-family residences except the commercial units on the ground floor of Pod 1. The covered decks would be an amenity for each of the residential units allowing outdoor living space in this otherwise commercial/ industrial area. While not similar to other porches, or the lack of porches, on the adjacent historic buildings, the porches do reflect a design typical in Astoria and provide useable outdoor areas for the tenants in an urban setting. The City finds that the porches and balustrade are compatible with the other decks/porches in the area for scale with the building, material, and architectural detail.

There will be a central covered/open staircase between the two units with concrete stairs and wood balustrades. The cargo container doors with existing hardware are proposed to create open wall areas. The cargo container doors will be addressed separately for each Pod. This semi-open area between the two parts of the Pod break up the mass of the overall building size. The staircases are utilitarian in design and function and are not a primary focus of the building design as they are inset from the

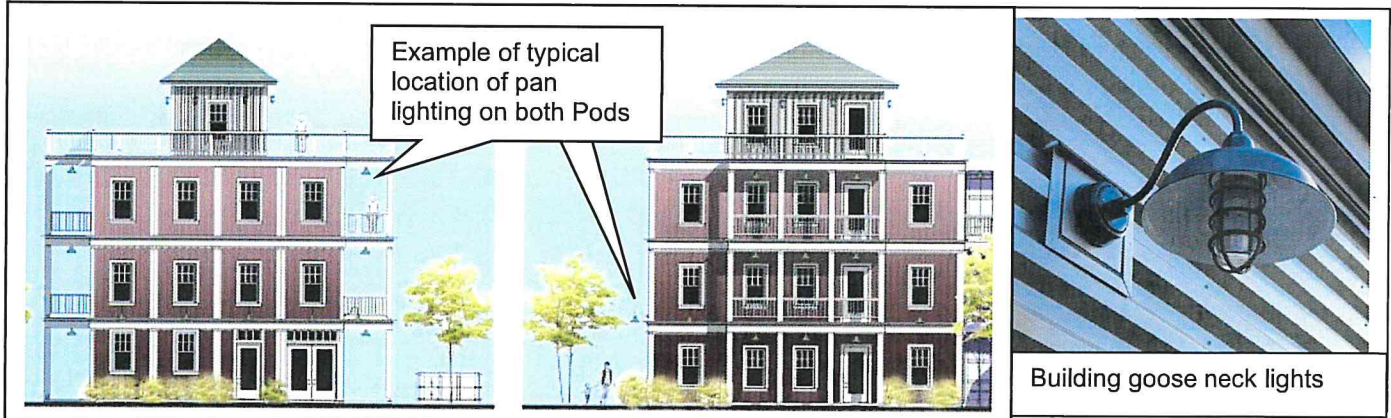
plane of the building. Pod 1 would have a flat roof and Pod 2 would have a shed roof over the staircase.



Some historic structures in this area have exterior staircases that are simple in design, located on secondary elevations, and are not focal points. The City finds that the central staircase location and staircase design is utilitarian in nature and not a primary feature and therefore is compatible with the historic neighborhood. The use of the cargo containers doors as walls will be addressed separately.



- d. **Exterior Lighting:** Freestanding pole light fixtures are proposed for the site and bollard lights are proposed along pathways. These are not reviewed by the HLC for new construction. 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.



While not a design found on the adjacent historic 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.

2. **Finding for Pod 2:**

- a. **Siding:** The siding proposed for Pod 2 is cargo container boxes of 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.

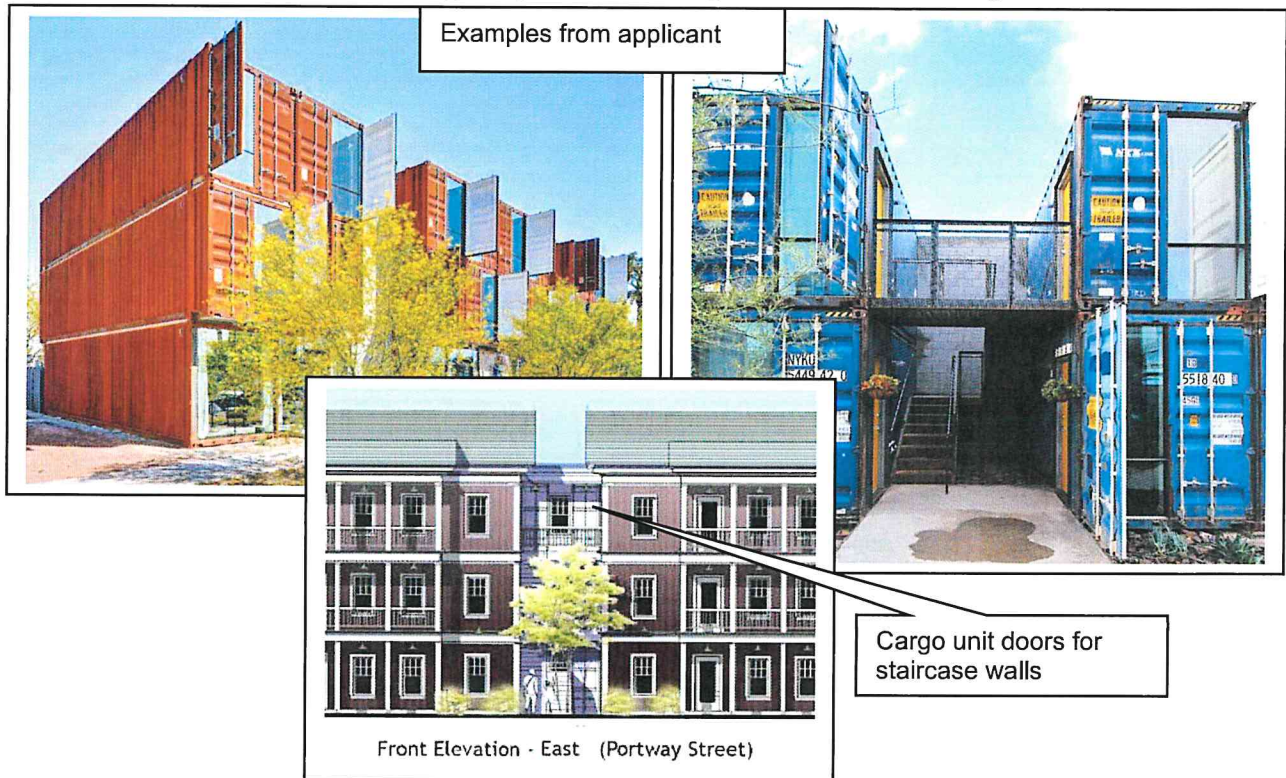
The cargo units would be stacked three high and two deep. As noted above, there would be belt courses and vertical detailing between the floors and units. Pod 2 would be located on the lower elevation of Portway on Industry Street below the West Marine Drive elevation. Only the Portway Tavern at 422 W Marine triggers the historic review on this lot. The historic property is located at the corner of W Marine and Portway at the upper elevation with a parking area at the lower elevation to the north.



Pod 2 would be surrounded by the industrial Port area. To the west is the train repair Quonset hut of corrugated metal, and one-story former State Police office building. To the south across Industry and the River Trail is Bergerson Construction with corrugated steel one and 1.5 story shop and three-story board and batten office building. To the northeast is a one and 1.5 story industrial building with a mixture of horizontal siding and board and batten, and the two-story Astoria River Walk motel. The City finds that this area along Portway and Industry Streets is very industrial and the use of exposed, painted CorTen steel cargo containers for the siding would be compatible with this neighborhood. The City also finds that the elevation difference and adjacency to the rear of the historic building and its parking lot lessen the impact of the proposed building on the historic structure and its historic West Marine Drive streetscape. Therefore, the City finds that the siding is compatible with the historic structure.



The walls of the central staircase would be the cargo container unit doors with existing cargo door locking hardware remaining.



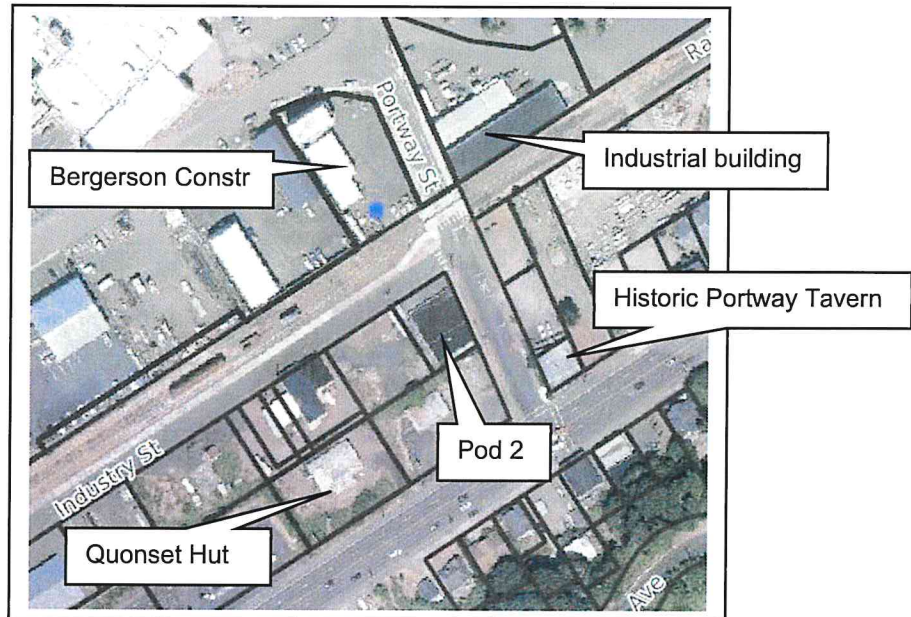
The doors would retain their utilitarian design, however, unlike the photo examples provided by the applicant, they would be painted to match or complement the main structure and therefore, the “shipping” information printed on the doors would not remain. With the design of the cargo container units for the main part of the structure, the use of the cargo doors would be compatible with the design of the structure. While visible from the historic Portway Tavern, the location in 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 City finds that if the doors are painted to match and/or complement the main structure color removing any shipping information (Condition 2), that due to the location, the use of the doors as staircase walls is compatible.

- b. **Other Design Elements:** There will be 6’ deep porches on the east and west elevations of Pod 2 on all three floors. Porches would have wood support posts and balustrades with upper and lower rails. The overall design and location of the porches is addressed above in the joint findings for both Pods. Pod 2 would have the CorTen steel siding of the cargo container units. Other decks/porches in the area have plexiglass with wood and/or metal and/or composite material balustrade on the rear of the historic Portway Tavern building and on the Bergerson Construction

building on Portway. The City finds that, while there is a mixture of materials and styles of decks in this area, the use of wood balustrade and support posts on Pod 2 would be compatible with the design, material, and location of Pod 2.



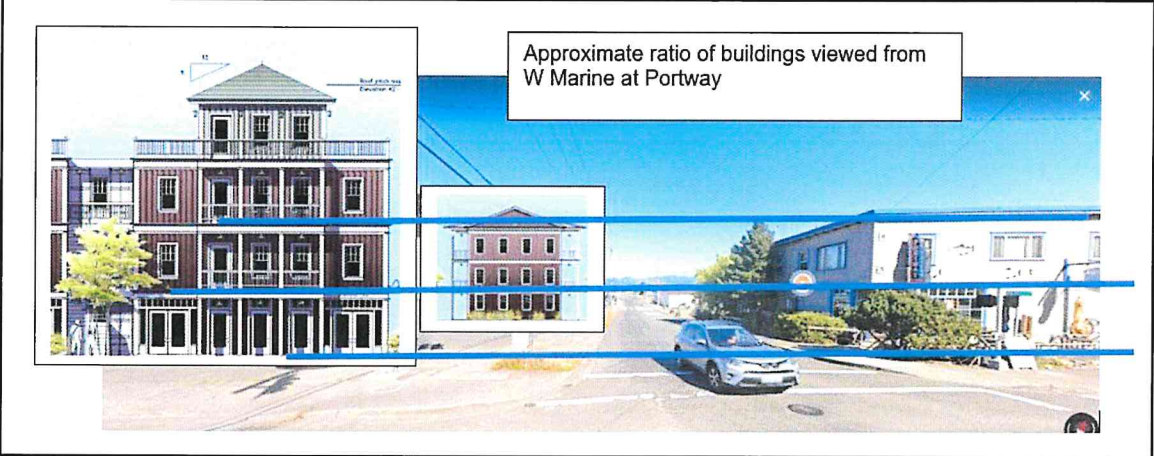
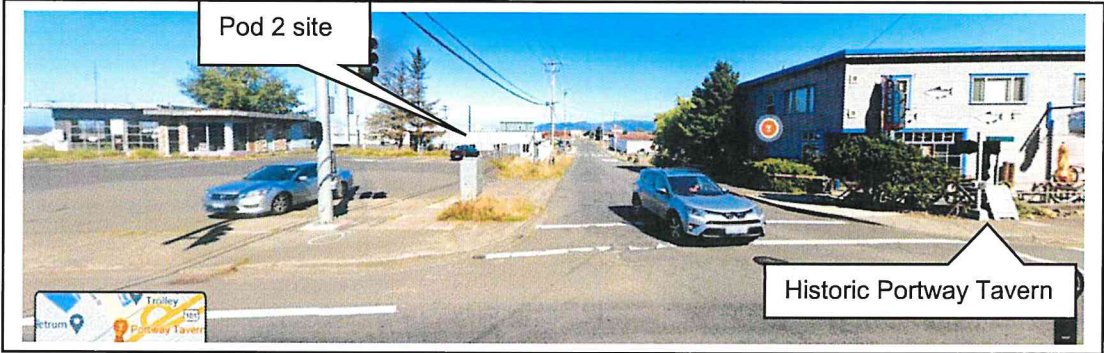
c. **Scale and Height:** Pod 2 would be three-stories tall with a side gable roof for a height of 35'. The structure would be a combination of 12 cargo container units stacked three high and two deep for each half of the structure for a total of 33' x 90' (2,970 sqft).



Portway Tavern is approximately 2.25 stories tall from the north elevation and is 1,710 sqft. Bergerson Construction is approximately 5,400 sqft and the office is three-stories tall. Other industrial buildings that surround the Pod 2 site range from 1 to 2 stories tall and between 2,900 sqft Quonset hut to 9,670 sqft Bergerson facility. While Pod 2 is proposed to be one story taller as viewed from the rear of the historic Portway Tavern, and approximately 70% larger, Pod 2 would be similar in height and scale to its surrounding industrial buildings.



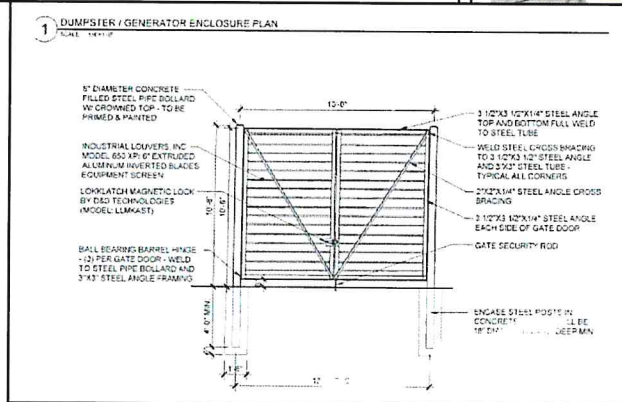
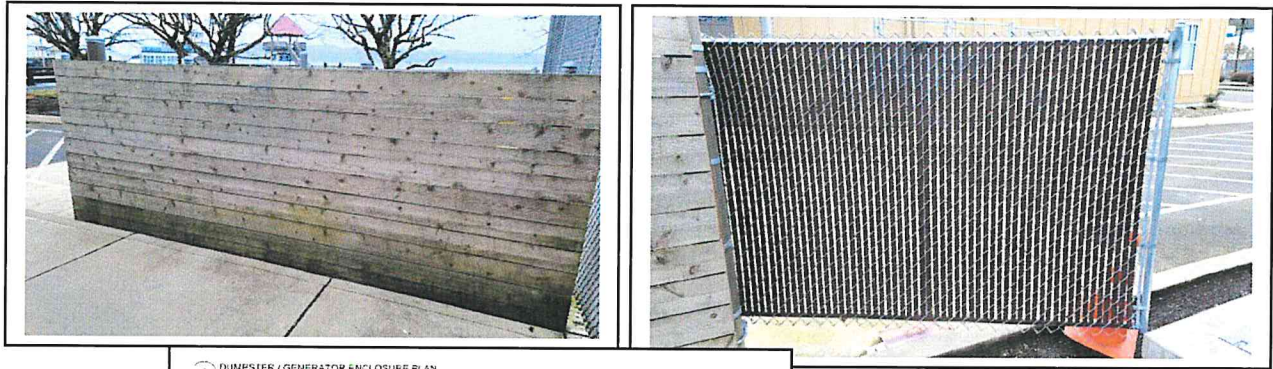
Pod 2 is not directly in the historic West Marine Drive streetscape with Portway Tavern but would be visible from the West Marine drive and Portway intersection. The existing building at the site is approximately 1.5 stories tall and Pod 2 would be 3 stories.



The City finds that due to the location adjacent to the rear of the historic structure, the change in elevation, and its proximity to the industrial buildings, the scale and height of Pod 2 is compatible with the adjacent historic structure.

- d. **Solid Waste Disposal Area:** One double wide enclosure is proposed on the south, rear property line between Pods 2 & 3. 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.



The enclosure would not be visible from the historic properties. The cyclone metal gates would have a similar appearance as the metal cargo container units. 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 other sections of the Code than the historic criteria. The cedar sides and metal gate are compatible with the proposed Pod 2 and the neighborhood but 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.2.1 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 (Condition 3).

3. Finding for Pod 1:

- a. **Siding:** The siding proposed for Pod 1 is cargo container boxes of CorTen steel which is described above. The units have a vertical ribbing similar to corrugated steel (see the attached photo examples provided by the applicant). 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, would be built up to the front property line, and would be a highly visible building in the historic streetscape. Historic buildings in this area consist of wood horizontal siding, shingles, weatherboard, and vertical skirting. In addition to the historic structures, other buildings along West Marine are generally wood sided in a mixture of horizontal siding and shingles. There is a board and batten contemporary Fast Lube facility to the west of Pod 1 site.



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.

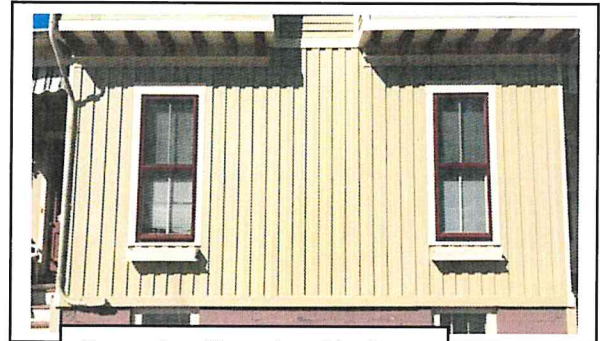


The historic buildings in this area do not have vertical metal siding. Applicant has submitted an alternative cargo container

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.



Alternate metal cargo unit submitted by applicant

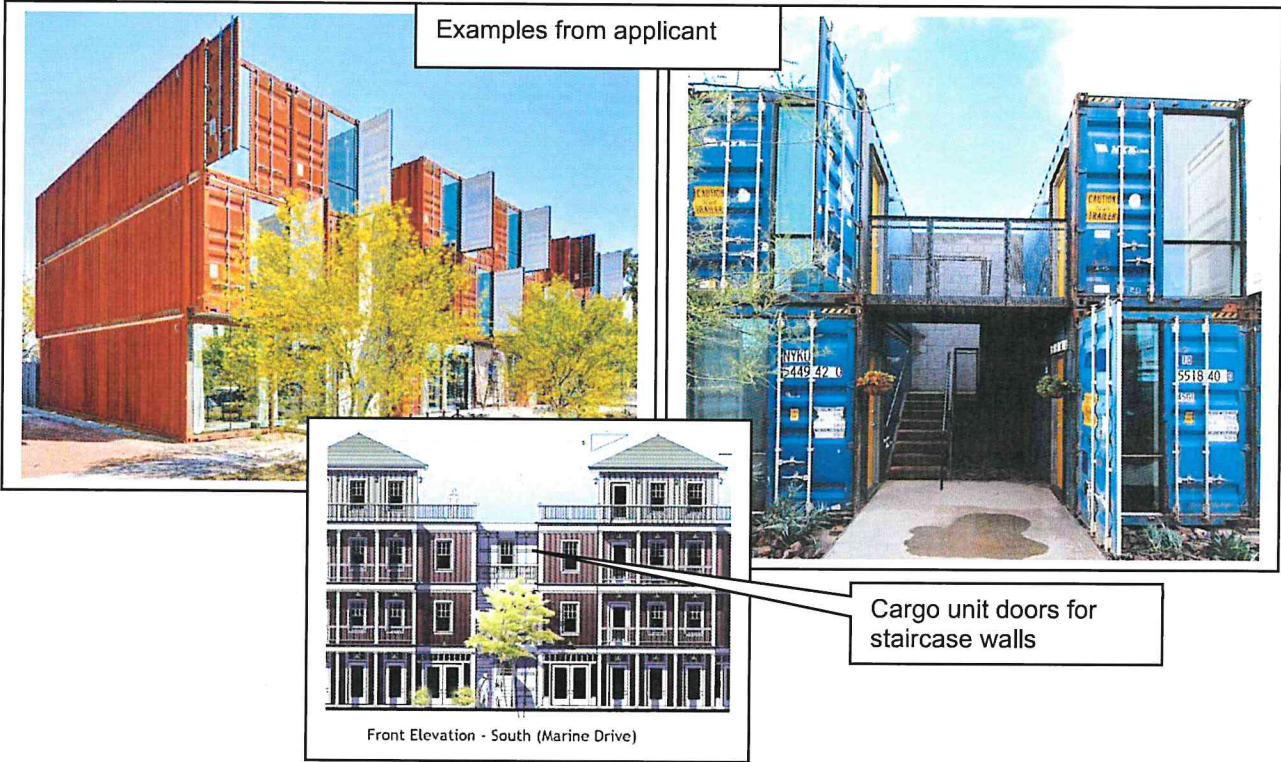


Example of board and batten submitted by applicant

The HLC finds 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 finds 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 finds 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 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 prohibits the use of corrugated metal as siding. While this is a City Code applicable to this project, it is not part of the HLC’s criteria and therefore, not applicable to the HLC review. The Design Review Commission will consider this Section in their review of Design Review Request (DR21-01). Due to the fact that the DRC may require a different siding than the CorTen steel, the HLC will allow use of either the CorTen steel as proposed, or a wood or fiber cement board and batten siding as an option. Therefore, the City finds that either the exposed, painted cargo units, or wood or fiber cement board and batten siding are compatible with the historic streetscape (Condition 4). If fiber cement material is used, it shall be smooth and not textured (Condition 1).

The walls of the central staircase would be the cargo container unit doors with existing cargo door locking hardware remaining. The doors would retain their utilitarian design, however, unlike the photo examples provided by the applicant, they would be painted to match or complement the main structure and therefore, the “shipping” information printed on the doors would not remain. With the design of the cargo container units for the main part of the structure, the use of the cargo doors would be compatible with the design of the structure. Therefore, the City finds that if the doors are painted to match and/or complement the main structure color removing any shipping information (Condition 2), that due to the location, the use of the doors as staircase walls is compatible.



If the design is changed to a board and batten style siding, the use of the cargo container doors would not be compatible with the building itself. If the siding is 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 the Pod (Condition 5).

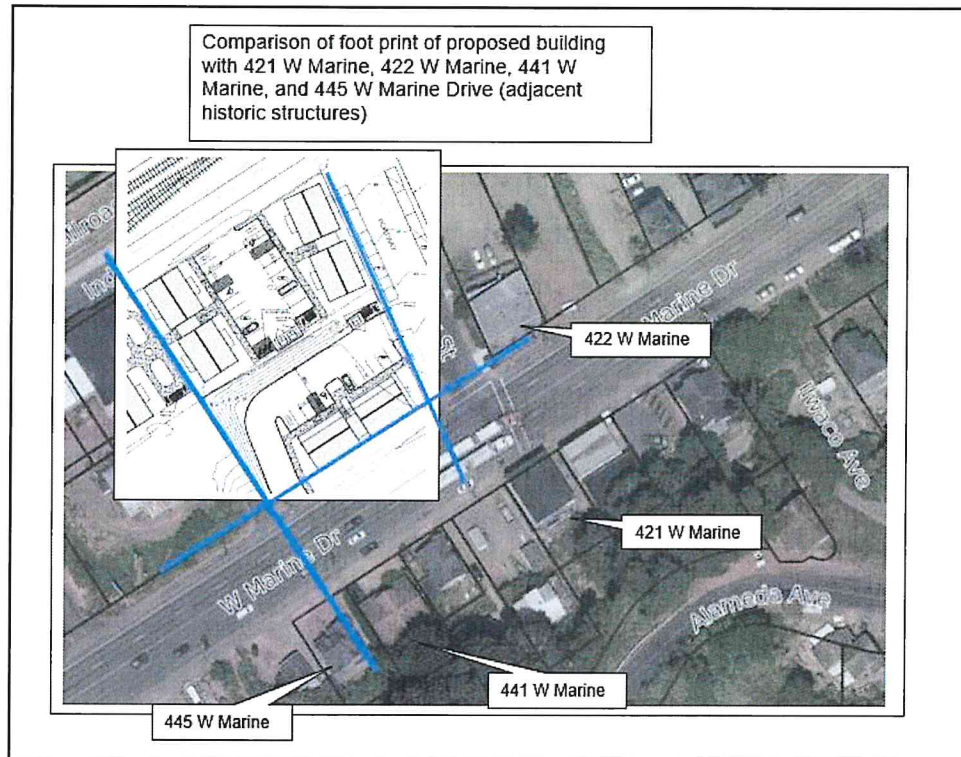
Therefore, the City finds that if the siding is changed to board and batten and the doors are covered and/or a wood or fiber cement siding used and painted to match and/or complement the main

structure color (Condition 5), the staircase walls would be compatible.

- e. **Scale and Height:** 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 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 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 the south side of W Marine, the larger lot for Pod 1 with additional open space, location built up against the front property line, 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 below.

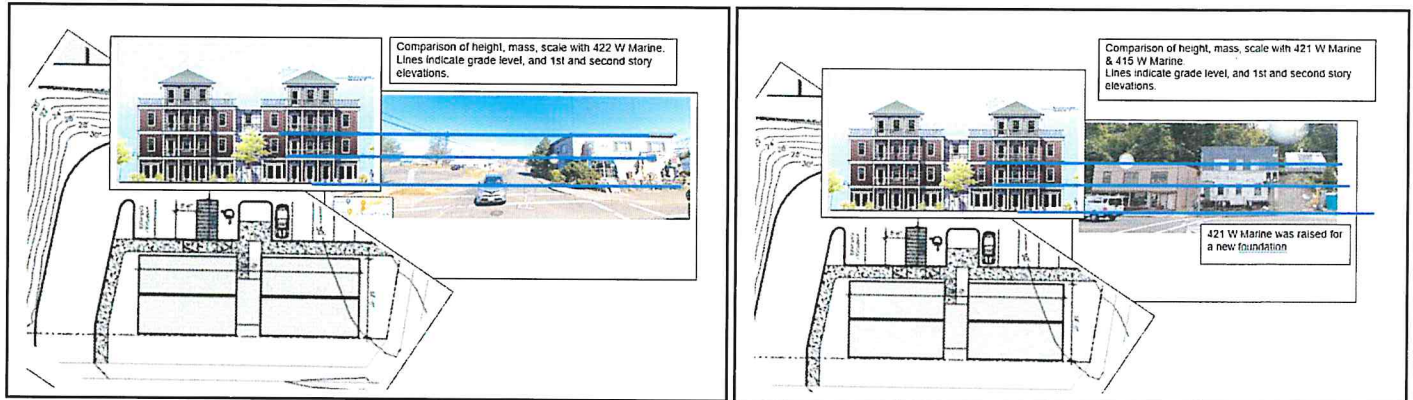


In looking at the impact of the height and scale of the building in the visual streetscape, the applicant has submitted a report by the project architect Laurence Qamar, “Sellwood-Moreland Main Street Design Guidelines”, draft dated March 2020 which discusses the issue of mass, scale, and height for 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 opens 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 flat roof height is 30' and the pop-up brings it to 42.5' high. 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. As noted above, several of the historic residences to the west across the W Marine Drive right-of-way, which are not adjacent but are visible in the streetscape from this site, are three stories tall. However, the historic criteria of Section 6.070.B.1, specifically requires that ". . . *The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials.*" The proposed three stories with a flat roof at 30' is higher than the height of the adjacent historic 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 historic structures.



Appearance without pop-up

As noted above, the historic review is for compatibility with the “adjacent historic” structures. If the building were reduced to two floors with or without the pop-up, the height / scale of the building would be compatible with the historic structures. 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 6).



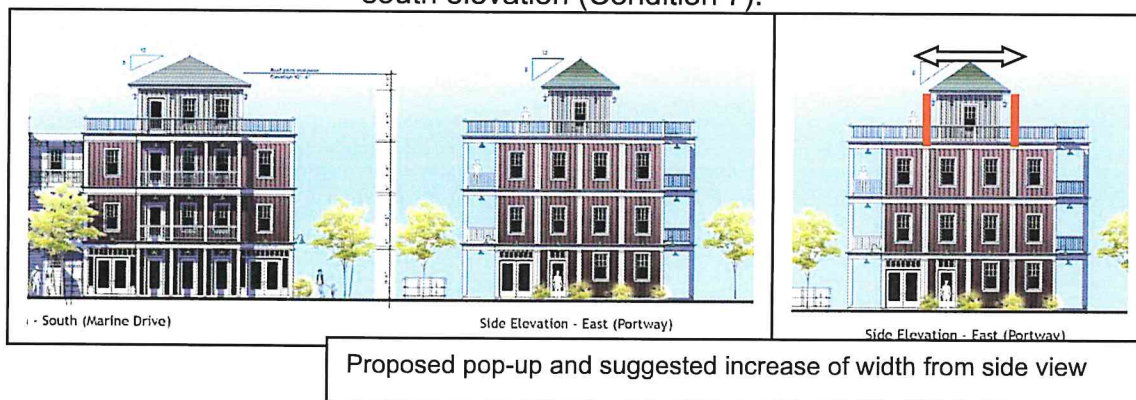
Section 14.152.C.2, Uniontown Overlay (UTO), Development Standards, Stepback, Additional Building Height, states “Where the height of a building or building addition is proposed to exceed

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).”

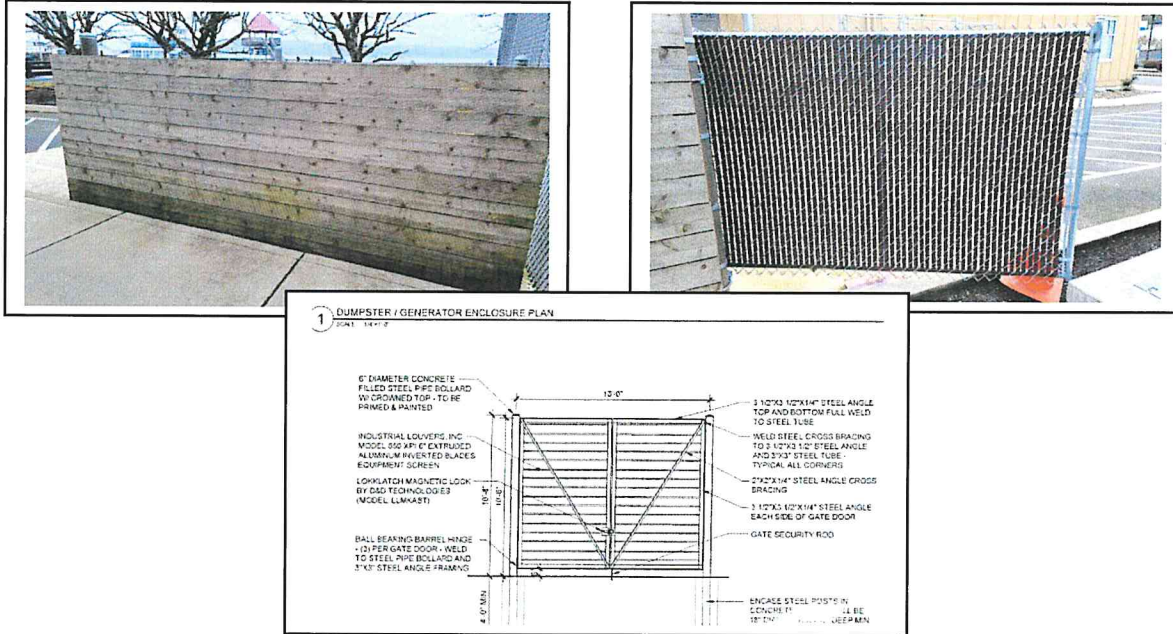
Pod 1 would be 30’ tall at three stories and would require a 10’ stepback for any portion of the building above 28’ or two stories (whichever is less) to allow the height to 42.5’ with the pop-up. The pop-up is stepped back, but the height of the facade of the building is 30’ and three stories. The height 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 stepped back 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. This code section is not part of the HLC review criteria but will be considered by the DRC for Design Review Request (DR21-01). However, with the elimination of the third floor, the building height would be in compliance with the UTO requirements and with the historic compatibility with adjacent historic structures.

Based on the height of other buildings in the neighborhood, the high visibility of the structure, and the requirement for a stepback, the City finds that the height of the three-story building would not be compatible with the historic streetscape and that the building shall be reduced to two floors with or without a pop-up (Condition 6).

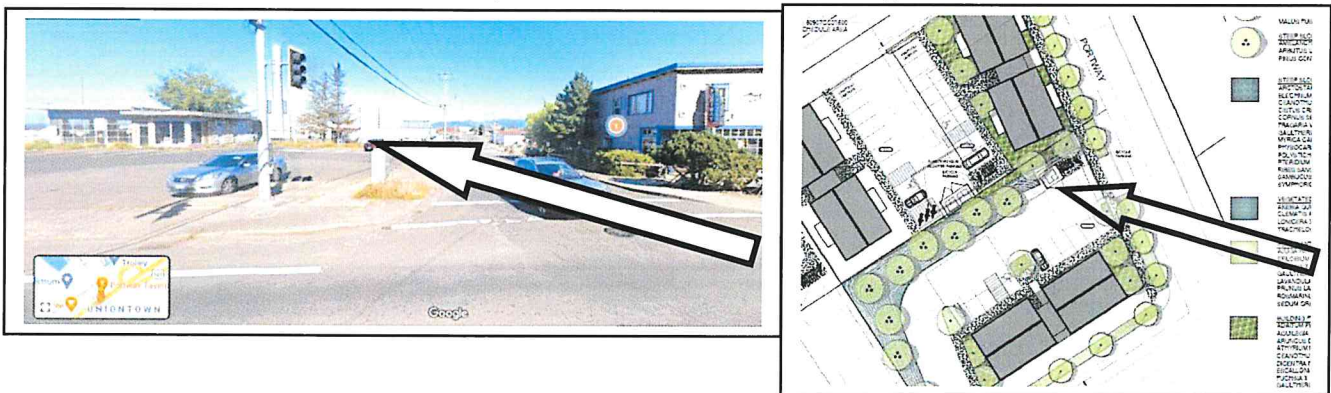
The visual proportions of the pop-up from the side view are out of scale with the Pod side elevation. The applicant has shown the pop-up with a 10’ stepback on all sides. Section 14.152.C.2 requires a 10’ stepback above the second floor on the right-of-way side of buildings only if the building exceeds 35’. If the pop-up is constructed, the pop-up 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 (Condition 7).



- f. **Solid Waste Disposal Area:** One 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.



The enclosure would be visible from the historic properties. 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 near the driveway on Portway, the enclosure would be visible from the intersection and from the historic Portway building. Therefore, the design of the gate 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 historic 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 8). 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.

Finding Conclusion: In balance based on the findings of fact noted above, with the conditions as noted, the City finds the proposed structures would be compatible in “*scale, style, height, architectural detail and materials.*”

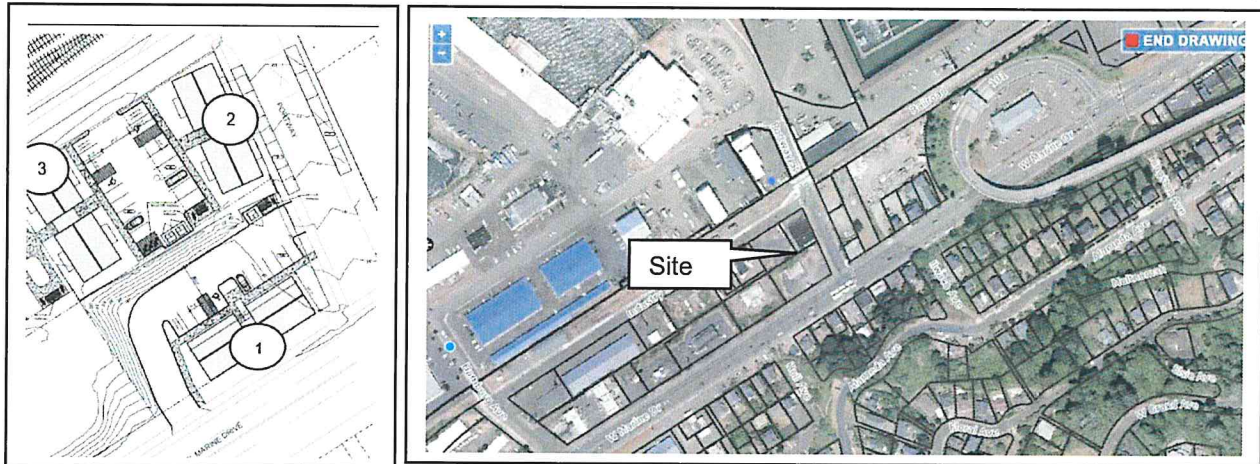
- C. Section 6.070.B.2, Historic Landmarks Commission Historic Design Review Criteria, states “*A request to construct a new structure shall be reviewed by the Historic Landmarks Commission following receipt of the request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria:*

The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations.”

1. **Finding:** Pod 1 is proposed to be constructed with the porch at a zero setback from West Marine Drive and an approximate 10' setback from Portway. Pod 2 is proposed to be constructed with the porch at a zero setback from Portway and an approximate 1' to 5' angled setback from Industry. The porches would be 6' deep. Most buildings in this neighborhood, especially the two historic commercial ones, have a zero setback and the other two historic residential structures are approximately 16' and 20' from the front property line.

Development Code Section 14.152.B.1.d, Uniontown Overlay, Development Standards, Setbacks, West Gateway Subarea, states “*The maximum setback for yards fronting W Marine Drive in the Uniontown Overlay Zone shall be five (5) feet (see Figure 14.152-2).*” Pod 1 would be located within the West Gateway Subarea.

The City finds that the proposed setbacks are consistent with the setbacks in the neighborhood and comply with the Uniontown Overlay maximum allowed setbacks.



Buildings on the north side of West Marine Drive are spread out with open space on each lot. Buildings on the south side are mostly built closer together with very little separation between buildings. The sites would be landscaped with parking in the rear. With the variety of building separations, the City finds that the location on the lot is compatible with the neighborhood.

With the configuration of the individual units in each Pod, there are entrances on both the front and back of each Pod with one elevation facing the right-of-way. Pod 1 has separate commercial facilities on the ground floor accessible from the front and back of this Pod. Buildings in this area have entrances facing the rights-of-way. The City finds that location of entrances is consistent with other structures in this neighborhood.

Based on the discussion above, the City finds that the proposed structure would be “consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations.”

- D. Section 14.158.A, Uniontown Overlay, Design Standards and Guidelines, 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: Pod 1 is located within the Uniontown Overlay Area and the proposal is for new construction. Therefore, the City finds that the Uniontown Overlay

Design Standards and Guidelines are applicable to the request for construction of Pod 1.

- E. 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: 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 HLC as noted in Section 6.070.A above. Therefore, the City finds that the historic sections of the Uniontown Overlay shall be reviewed by the HLC. Other sections of the Uniontown Overlay code will be reviewed by the Design Review Commission under Design Review Request (DR21-01).

- F. Section 14.158.B.5.a, Uniontown Overlay Zone, Design Standards and Guidelines, 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.”*

Finding: The scale and mass of Pod 1 is discussed above in Section IV.B.3.e which notes that the adjacent historic structures are one, 1.5, and two stories. Visible from the public right-of-way within three blocks of the site looking west are several other historic structures on the south side of West Marine Drive. These residential structures are three stories tall but are across the right-of-way, setback from the property line, and separated by a distance of over 300' from the site. The footprint sizes of these historic structures range from 850 sqft to approximately 1,850 sqft. Visible to the east are three historic residential structures of 1.5 and 2.5 stories tall. Pod 1 would be 2,790 sqft and three stories tall at 30' to the flat roof with a pop-up fourth story at 42.5' tall.



Visible historic structures in this neighborhood have a variety of configurations. Pod 1 would be located adjacent to the two flat-roofed cubical structures and has a similar configuration. As noted in Section IV.B.3.e, the historic review is for compatibility with the “adjacent historic” structures. However, the Uniontown Overlay review is based on the adjacent structures and “. . . should be similar to historic structures that are visible from the public right-of-way within three blocks of the development site.”

As noted above, several of the historic residences to the west across the W Marine Drive right-of-way, which are not adjacent but are visible in the streetscape from this site, are three stories tall with gabled roofs, set back from the property line, and over 300’ from the site. The proposed three stories with a flat roof at 30’ and pop-up to 42.5’ is taller than the adjacent historic structures and would appear larger than the height of the three-story, gable roofed buildings within the historic streetscape due to its location up against the West Marine Drive property line and the 30’ high flat roof. If the building were reduced to two floors with or without the pop-up, the height / scale of the building would be compatible with the historic structures. 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 6).



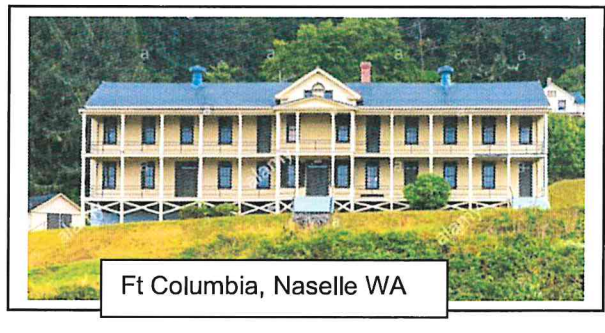
As noted above in Section IV.B.3.e, the City finds that with the tight development of the existing buildings on the south side of W Marine, the larger lot for Pod 1 with additional open space, the location up against the front property line, and the separation of the building components with a staircase, that the scale and mass of the building is compatible with the neighborhood with the condition to reduce the height to two stories with or without a pop-up (Condition 6).

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.”*

Finding: Historic facades in this neighborhood are varied. The adjacent historic structures are mostly as wide as they are tall. The historic dwellings to the west are taller than they are wide. Many buildings have little open space between the buildings creating a visual continuance in facade appearance. Pod 1 would be 90’ wide by 30’ tall (without the pop-up) and 42.5’ tall with the pop-up. Therefore, it is wider than tall which is different than the existing historic structures. However, the inset central staircase breaks up the width of the facade into two 40’ wide by 30’ deep sections. Pod 1 would be a mix of residential on upper floors with commercial uses on the ground floor. The vertical mass of the building is closer to the historic residential buildings to the west but still larger than them. With the distinct floor separations with belt courses, the vertical proportions of Pod 1 align with the vertical floor proportions of the adjacent commercial buildings with the reduction to two stories with or without a pop-up.

The applicant has stated that *“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)”* The examples provided by the applicant are regional examples of military barracks, not structures

typically found in Astoria. The vertical mass of these examples at two stories tall is more consistent with the adjacent historic structures than the proposed three-story structure with pop-up feature. The examples provided by the applicant support the design of just a two-story, longer than wide or high structure. The examples do show the concept the applicant used with the inclusion of the porches and the central entry feature.



As noted above in Section IV.B.3.e, the City finds that with the three-story historic buildings within the streetscape, the tight development of the existing buildings, the larger lot for Pod 1 with additional open space, the building location up against the front property line, and the separation of the building components with a staircase, that the vertical mass of the building is compatible with the neighborhood with the condition to reduce to two stories with or without the pop-up (Condition 6).

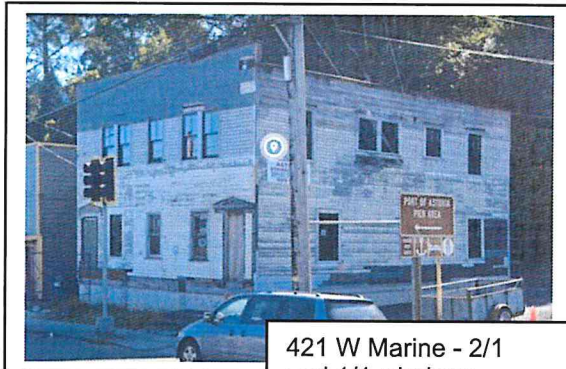
3. *“The location, size, and design of windows and doors in non- industrial buildings should be compatible with historic structures visible from the public right-of-way within three blocks of the development site.”*

Finding: There would be windows on all elevations of single-hung Fibrex composite material with exterior/interior muntins in a 6/1 configuration. Window dimensions are 2’8” W x 5’0” H. Windows would have wood casings with a dimension of 4” W x 1.25” 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.



Windows are located symmetrically on the facade aligned vertically and horizontally with each other. The 6/1 configuration or multi-lites are

similar to other waterfront style buildings in Astoria and are commonly found on board and batten structures. As noted above in Section IV.B.1.a, windows in this neighborhood include 1/1, 2/1, and multi-lite windows. Use of this 6/1 design is consistent with window patterns in the general area. The City finds that the 6/1 window configuration and the placement of the windows is compatible with the adjacent historic structures.



421 W Marine - 2/1 and 1/1 windows



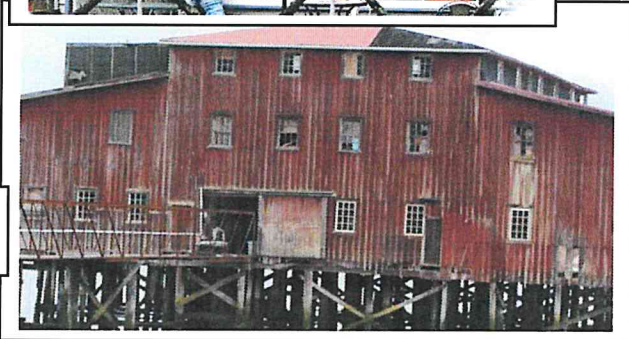
422 W Marine - 1/1 and multi-lite over multi-lite picture window



441 W Marine - 1/1 and 3/3 windows



100 30th - historic waterfront board & batten with 12 lite windows aligned vertically and horizontally



Doors on the adjacent historic structures vary. The doors on 422 W Marine (Portway Tavern) are full multi-lite doors located on the corner of the building. The doors on 441 and 445 W Marine are full multi-lite door and multi-lite half panel door. The doors on 403 W Marine are two full single-lite doors and one single-lite half panel door. Pod 1 doors would be full-lite doors aligned vertically on each floor with multiple doors along the ground floor commercial units.

Section 14.158.D.3, Uniontown Overlay Zone, Design Standards and Guidelines, Building Style and Form, Guidelines for Non-Industrial Uses, Doors, Standards for Non-Industrial Uses, states

"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.”*

With the variety of door styles in the area, and the Uniontown Overlay requirement that doors have a minimum of 50% glass area, the City finds that use of full single-lite doors is compatible with adjacent historic doors.

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.”*

Finding: Pod 1 would be a rectangular building with design details typically found on some of the historic properties in this neighborhood such as belt course, corner boards, location of windows and doors, and the flat roof. Most buildings in this area are more square than rectangular.

Historic facades in this neighborhood are varied. The adjacent historic structures are mostly as wide as they are tall. The historic dwellings to the west are taller than they are wide. Many buildings have little open space between the buildings creating a visual continuance in facade appearance. Pod 1 would be 90' wide by 30' tall and therefore it is wider than tall which is different than the existing historic structures. However, the inset central staircase breaks up the width of the facade into two 40' wide by 30' deep sections. As noted above in Section IV.B.3.e, the footprint mass of the building is 70% larger than the adjacent historic structures. With the distinct floor separations with belt courses, the proportions of Pod 1 align with the overall proportions of the adjacent commercial buildings with the condition to reduce to two floors with or without the pop-up (Condition 6).

As noted above in Section IV.B.3.e, the City finds that with the tight development of the existing buildings, the larger lot for Pod 1 with additional open space, and the separation of the building components with a staircase, that the mass of the building is compatible with the neighborhood with the condition to reduce to two floors with or without the pop-up. The City also finds that with the use of the architectural features such as belt course, porches, overall placement of windows and doors, that the proposed character of the building is not substantially different from the existing adjacent buildings in the neighborhood.

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:

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.
3. 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.
4. Pod 1 may be sided with exposed painted CorTen steel cargo units or may be sided with wood or fiber cement board and batten.
5. 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.
6. Pod 1 shall be reduced to two floors with or without the additional pop-up feature.
7. 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.
8. 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. 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.
9. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.

The applicant should be aware of the following requirements:

The applicant shall obtain all necessary City and building permits prior to the start of construction.

41

ADDRESS:	421 W. Marine Drive	TAX LOT:	6800
CLASSIFICATION:	Primary	LOT:	N 50' Lt 4
OWNER:	Jane Albus		
	1176 Niagara		
	Astoria, OR 97103		
ASSESSOR MAP:	89 7CC	BLOCK:	5
PLAT:	Taylor's Addition	STYLE:	Vernacular
YEAR BUILT:	Ca. 1915	USE:	Commercial
ALTERATIONS:	Moderate		

DESCRIPTION: This two story building is rectangular in plan and has a flat roof with a low front parapet. Rolled asphalt siding in a brick pattern covers the original siding. The foundation is clad with chipboard. Windows are a combination of original two over one and one over one double hung wood sash and more recent fixed pane. Entrance doors are located at both the east and west end of the front facade. The doors are covered by a low-pitched gable projection supported with square posts. The building, flush with the public right of way, faces northwest on W. Marine Drive and is in fair condition.

A two car, gabled garage clad with shiplap siding, is set back seventy-five feet from W. Marine Drive facing south.

According to Polk's Astoria's City and Clatsop County Directory, the building was occupied by Anna and Aldrick Frosterman, Alfred, a carpenter, Gidding and Alfred, grocer, Sorenson in 1915. Otto, fisherman, and Selma Erickson, J. H. Klatt, and Esther and Howard, inspector for the city engineer, McCallister occupied the building in ca. 1917-18. The Oregon Painting Co. was located in the building and was established ca. 1925 by Otto Kiiski. The business remained in the building until ca. 1934. Otto Kiiski was a gifted comic, composer and stage designer and was very active in the Finnish Socialist Hall and Suomi Hall productions. Ila and Sakri Teppola were residents from 1934 through the historic period.

30

ADDRESS: 422 W. Marine Drive
CLASSIFICATION: Secondary
OWNER: Pauline and William Wanker
c/o George Storey
422 W. Marine Drive
Astoria, OR 97103

TAX LOT: 1300
LOT: .06 Ac.

ASSESSOR MAP: 89 7CC
PLAT: Unplatted
Century
YEAR BUILT: 1923
ALTERATIONS: Minor

BLOCK: NA
STYLE: Early 20th

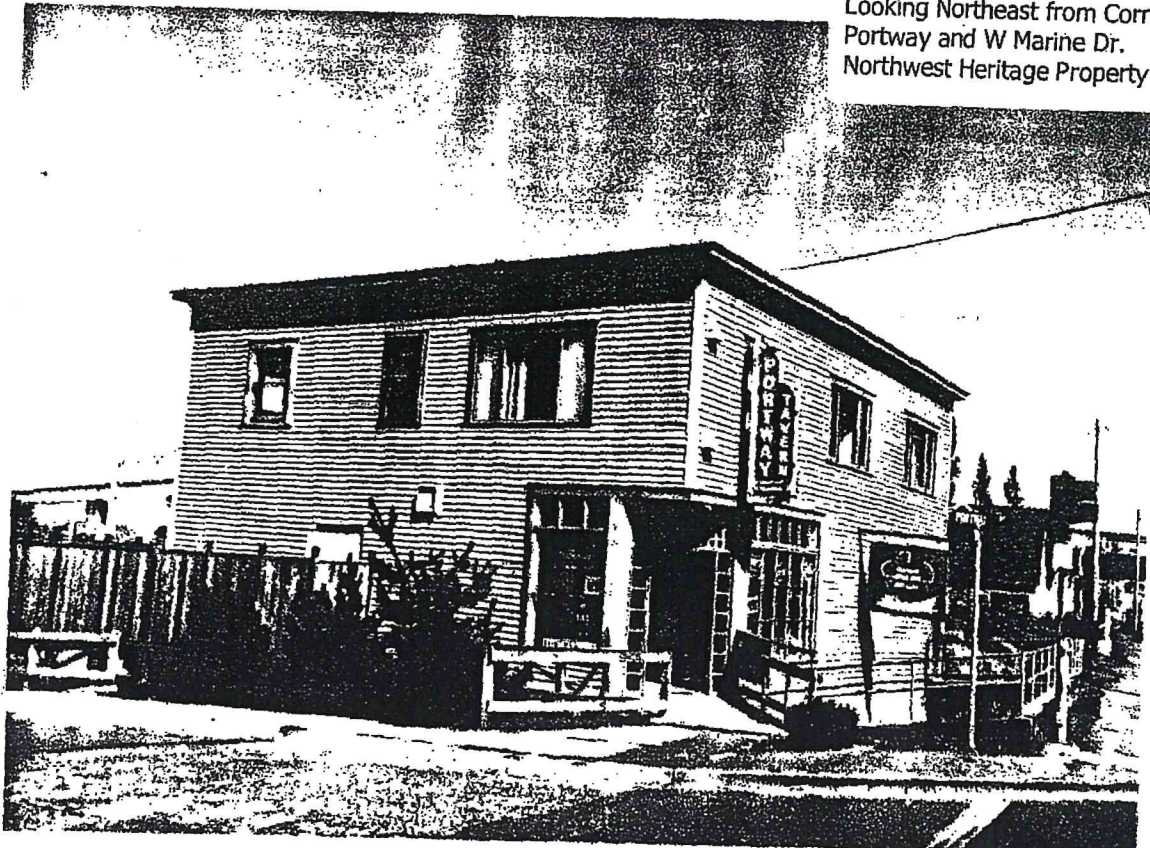
USE: Multi-family

DESCRIPTION: This Portway tavern is rectangular in plan and has a flat roof. Brackets embellish the eaves. Weatherboard covers the upper stories and vertical boards clad the basement. The windows are a combination of one over one double hung wood sash and tripartite fixed pane. The entrance at the SW corner is cut away. A glass block transom surmounts the entrance door which is flanked by larger glass block sidelights. Fixed pane windows with transoms are located on either side of the entrance. A wooden fence encloses the west side of the building. The building, set back approximately eight feet, is on the NE corner of W. Marine Drive and Portway and is in good condition.

The building was constructed in 1923 by the Jarvinen family. The family resided in the building and Victor Jarvinen had a blacksmith shop in the back of the building. The Jarvinen's opened the Portway Cafe ca. 1925 on the first floor and resided on the second floor. Victor Jarvinen died in 1931. In 1934 the business name changed to the Blue Peter Restuarant and also housed the Portway Machine Shop. By 1936 the business had changed again to the Portway Beer Parlor which remains today. The Jarvinen's sold the tavern in 1984 to Gayle Storey.

EX99-02 approved

422 W Marine Dr
Looking Northeast from Corner of
Portway and W Marine Dr.
Northwest Heritage Property



422 W. Marine Dr.



Portway Tavern

OWNERS: PAUL JARVINEN, JARVINEN FAMILY RESTAURANT
EARLY DAYS.

PAUL'S DAUGHTER LIVES IN PORTLAND. (PAULINE)
SEE MRS. CELIA HILL, ASTORIA
(325-3884)

37

ADDRESS:	441 W. Marine Drive	TAX LOT:	7300
CLASSIFICATION:	Primary	LOT:	N 1/2 Lt 7
OWNER:	Michael Karna 441 W. Marine Drive Astoria, OR 97103	BLOCK:	5
ASSESSOR MAP:	89 7CC	STYLE:	Bungalow
PLAT:	Taylor's Addition	USE:	Multi-family
YEAR BUILT:	Ca. 1910		
ALTERATIONS:	Moderate		

DESCRIPTION: This one and one half story building is rectangular in plan and has a side facing gable roof with front gabled dormers. The rakes are bracketed and the eaves are supported with exposed rafter ends. Wood shingles clad the upper one half story, weatherboard covers the first story and the elevated basement is sheathed with vertical boards. The stories are articulated by a beltcourse. A garage is built into the basement on the west side of the front elevation. The foundation is concrete. Windows are a combination of nine over one and one over one double hung wood sash with the exception of a newer fixed pane/slider window in the front dormer. The recessed porch extends across the front facade and has a band of six light fixed windows. Four large square posts support the porch and a pair of centrally located french doors accesses the building interior. Other alterations include a new stair railing and the addition of aluminum storms to some of the windows. The building, set back approximately thirty feet, faces northwest on W. Marine Drive and is in good condition.

According to Polk's Astoria's City and Clatsop County Directory, the building was occupied in 1910 by Frank Alms, a laborer. Hilma and Axel, a fisherman, Berg; August, carpenter for the Port of Astoria and Sendi Sjolund were occupants from 1920-21 to 1925. Axel Berg was admitted as a citizen in 1897 and was the incorporator of the Crab Fishermen's Assn. in 1930. Axel and his nineteen year old son drowned in 1938 in a fishing accident. There are no other listings for the building.

36

ADDRESS: 445 W. Marine Drive
CLASSIFICATION: Secondary
OWNER: Edward Selven
445 W. Marine Drive
Astoria, OR 97103
ASSESSOR MAP: 89 7CC
PLAT: Taylors Addition
YEAR BUILT: Ca. 1925
ALTERATIONS: Moderate

TAX LOT: 7400
LOT: N 1/2-Lt 8
BLOCK: 5
STYLE: English Cottage
USE: Residential

DESCRIPTION: This one and one half story building is L-shaped in plan and has a jerkinhead roof with a front facing swept gable projection. The rake has eave returns. Narrow weatherboard clads the upper stories and wood shingles cover the daylight basement. The foundation is concrete. Windows are a combination of fixed pane, sliders and diamond paned casements. The front entrance door is reached through an arched opening in the swept gable roof. Other alterations include the addition of an exterior brick chimney to the west side, and a new porch railing and stairs. The building, set back approximately ten feet, faces northwest on W. Marine Drive and is in good condition.

A single car garage is located SW of the residence and has a jerkinhead roof. The structure is clad with shiplap siding and has a double swinging garage doors.

According to Polk's Astoria's City and Clatsop County Directory, the building was occupied from ca. 1925 through the historic period by Uno and Mayme Sjoroos, a fisherman. Sjoroos was admitted as a citizen in 1923.



CITY OF ASTORIA
 Founded 1811 • Incorporated 1856
 COMMUNITY DEVELOPMENT

RECEIVED
 FEB 04 2021

Community Development
 CITY OF ASTORIA

NC 21-01

Fee Paid Date 2/10/21 By VISA

(FEE: \$350.00) ER

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 Bedroom, one 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 DED clean-up site.

For office use only:	
Application Complete:	<u>March 3, 2021 / PJ</u>
Labels Prepared:	
120 Days:	<u>July 1, 2021</u>
Permit Info Into D-Base:	
Tentative HLC Meeting Date:	<u>3/10/21</u>

rec'd app docs 1/28/21 / Not complete as of 2/2/21
2/10/21

City Hall • 1095 Duane Street • Astoria OR 97103 • Phone 503-338-5183 • Fax 503-338-6538
 planning@astoria.or.us • www.astoria.or.us

BUILDING PERMIT APPLICATION – CITY OF ASTORIA

JOB NAME: PORTWAY STATION

Job Address:

Phase 1: 455 Industry Street, Astoria, OR 97103

Phase 2: 432 Marine Drive and 65 Portway Street, Astoria, OR 97103

See Attached for Tax Lot Information


Applicant: Portway Station LLC

Address: c/o John Harper, 327 W. Marine Dr. Astoria, OR 97103

Applicant Contact: Principal -Chester Trabucco

Contact Address: 19823 83rd Pl. W. Edmonds, WA 98026

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



Developer's Signature

1/27/2021

Date

Owner – Phase 1:

Burns-Johanson Oil Company - Alice Niemi

Address: Miles Crossing, Youngs River Road 97103

Owner Contact: 503-791-0965 Email: niemioil@pacifier.com

Owners Signature - Alice Niemi

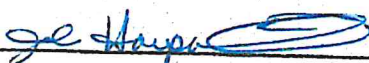
Date

Owner – Phase 2:

Raider Holdings LLC / John Harper, Managing Member

Address: 52503 Columbia River Hwy, Scappoose, OR 9xxxx

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



Owners Signature - John Harper

1-27-2021

Date

Historic Landmarks Commission

Briefly address each of the New Construction Criteria and state why this request should be approved. (Use additional sheets if necessary.):

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

The project is proposed using as a base structure new and recirculated shipping containers. Their basic design is a rectangular shape. The proposed units will each consist of two (2) containers back-to-back resulting in a rectangular 40' x 16' living unit. The units will be arranged in building clusters, three stories high consisting of six (6) units per cluster and built in pairs, resulting in a 12-unit building pair having a dimension of 90' (including a 10' wide stairwell between buildings in the grouping) x 33' (including a chase gap between units) and at a height of approximately 31'. This shape, scale, and height is consistent with other buildings in the Uniontown area.

The buildings are constructed of Corten Steel, stainless steel deck balustrades with steel I-beam supporting structures, and concrete and wood stairwells. Windows and the entry door will be recessed approximately 2". Windows will be double-hung, wood-clad and have mullions in the upper sash. Entry doors will be wood with a single sidelite. The units will each have a black fiberglass sliding door to the deck.

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.

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.

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

2. The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations.

The typical buildings in Uniontown, and more specifically the adjacent properties triggering this review, 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.

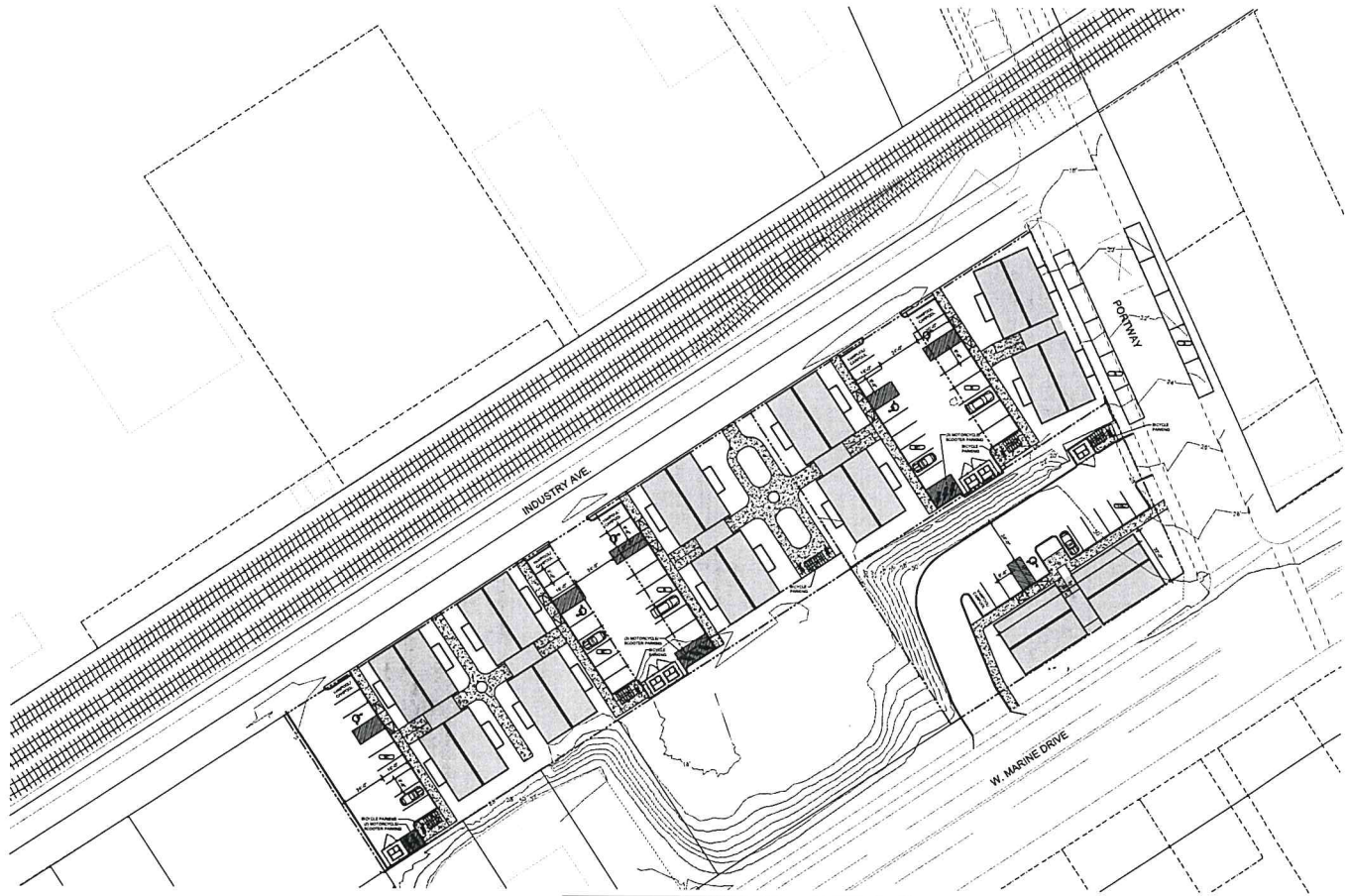
On Marine Drive, the first floor will be dedicated to commercial use with entrances centered on each of the two commercial spaces. Signage will be in accordance to the Astoria signage codes.

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

Parking Ingress and egress for the Marine Drive building will be at the far west end of the lot, commensurate with the requirements of ODOT. Parking will be sited behind the building and out of site from the ROW.

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.

NOTE: Additional detail can be found in the application for the Design Review Application



LAND USE ZONING SUMMARY	
EDUCATION	ZONING
CE - GENERAL COMMERCIAL	REQUIRED:
MULTIFAMILY RESIDENTIAL BULKHEAD	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
INDUSTRIAL	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
LOT AREA	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
LOT COVERAGE	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
ALLOWABLE BUILDING COVERAGE: 80%	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
MINIMUM REQUIRED: 10% (MIN. 10%)	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
LANDSCAPE	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
REQUIRED MINIMUM OF 10%	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)
MINIMUM OF 10% SHALL BE PROVIDED	ASBESTOS PER UNIT: 1.8 SQUARE FEET PER UNIT (1.8)

PRELIMINARY SITE PLAN
SCALE: 1" = 32' 0"

Copyright: 2020
 Drawn By: []
 Checked By: []
 Date Drawn: 01/11/2021
 Project #: 18271-01

A100
 SITE PLAN

Proposed Mixed-Use Development for:
Portway Station
 Portway St. between W. Marine Dr. and Industry St.
 Astoria, OR 97103

Christopher D. Kidd
 AIA, AIA, IBCA
 ARCHITECT



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



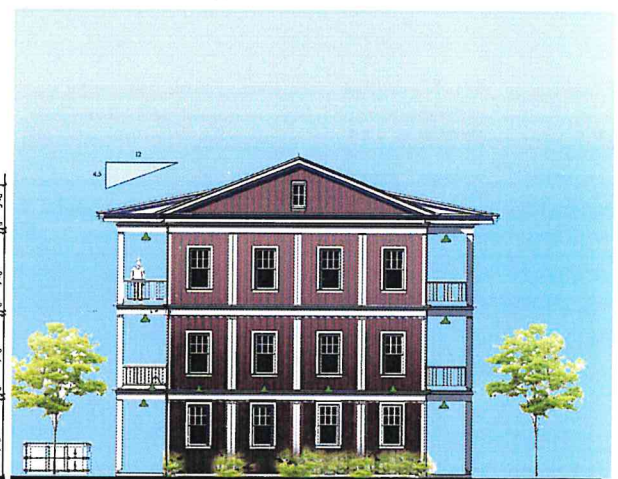
Side Elevation - South



Rear Elevation - West



Front Elevation - East (Portway Street)



Side Elevation - North (Industry Street)

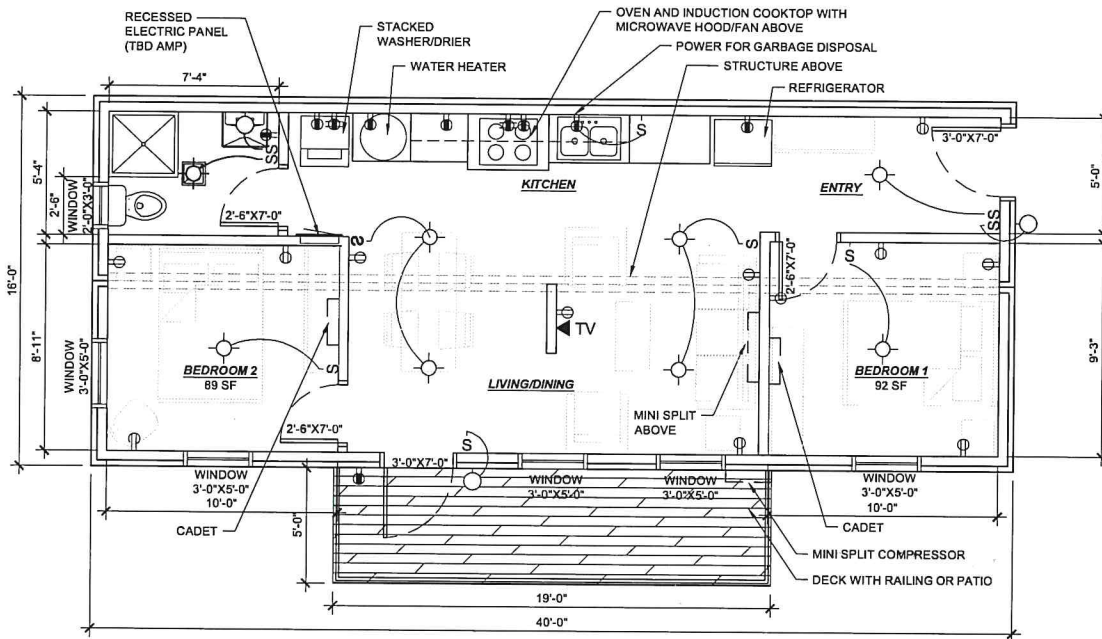
PORTWAY STATION, ASTORIA, OREGON

BUILDING 2

CHESTER TRABUCCO - DEVELOPER

QAMAR AND ASSOCIATES - DESIGNER

FEBRUARY 18, 2021



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

Christopher D. Kidd
ARCHITECT

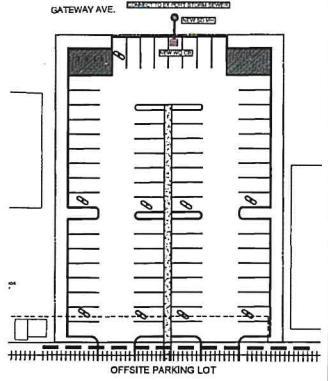
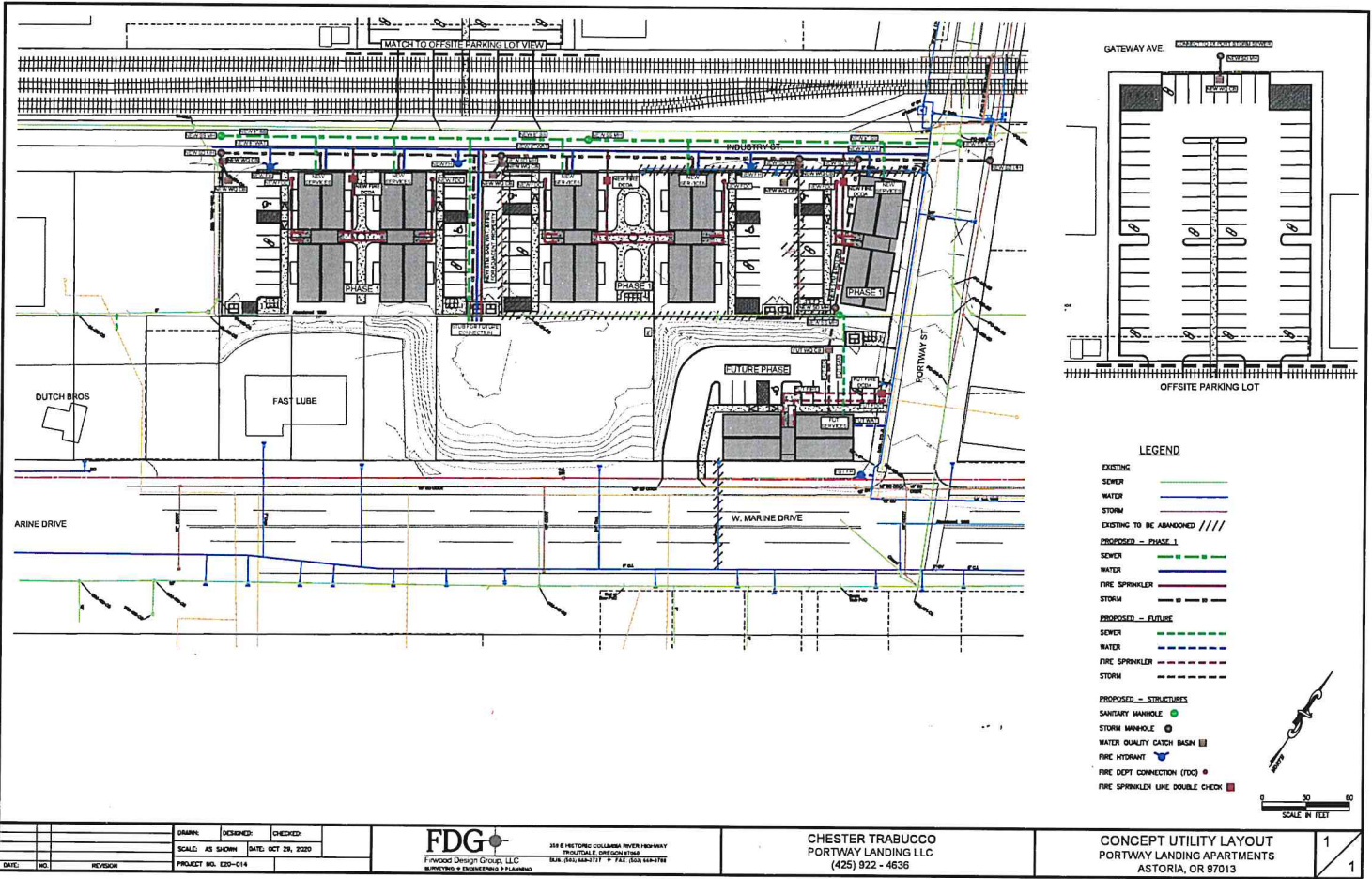
Proposed Mixed-Use Development for:
Portway Station
Portway St. between W. Marine Dr. and Industry St.
Astoria, OR 97103

These drawings, as instruments of service, remain the property of the Architect or Engineer. Any change, modification, or use of any kind is prohibited unless expressly authorized by said party.

Copyright 2021
 Drawn By: ZSH
 Checked By: ZSH
 Date Drafted: 11/20/21
 Project #: 19271-01

A2.0

SINGLE UNIT
PRELIMINARY PLAN



LEGEND

- EXISTING
 - SEWER —
 - WATER —
 - STORM —
 - EXISTING TO BE ABANDONED - - - -
- PROPOSED - PHASE 1
 - SEWER - - - -
 - WATER - - - -
 - FIRE SPRINKLER - - - -
 - STORM - - - -
- PROPOSED - FUTURE
 - SEWER - - - -
 - WATER - - - -
 - FIRE SPRINKLER - - - -
 - STORM - - - -
- PROPOSED - STRUCTURES
 - SAWTOOTH MANHOLE ⊕
 - STORM MANHOLE ⊙
 - WATER QUALITY CATCH BASIN ⊞
 - FIRE HYDRANT ⊕
 - FIRE DEPT CONNECTION (FDC) ⊕
 - FIRE SPRINKLER LINE DOUBLE CHECK ■



DATE:	NO:	REVISION:	DRAWN:	DESIGNED:	CHECKED:
SCALE: AS SHOWN			DATE: OCT 29, 2020		
PROJECT NO. EDP-014					

FDG
 Fawcett Design Group, LLC
 SURVEYING & ENGINEERING & PLANNING

318 E HISTORIC COLUMBIA RIVER HIGHWAY
 TRUSTEESVILLE, OREGON 97139
 FAX: (503) 325-1011 • TEL: (503) 325-1378

CHESTER TRABUCCO
 PORTWAY LANDING LLC
 (425) 822 - 4636

CONCEPT UTILITY LAYOUT
 PORTWAY LANDING APARTMENTS
 ASTORIA, OR 97013

1 / 1



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 availblity 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

Calculation Summary							
Label	CalcType	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	2.34	7.1	0.6	3.90	11.83
SIDEWALK P1	Illuminance	Fc	3.49	9.1	0.7	4.99	13.00
SIDEWALK P2A	Illuminance	Fc	3.88	11.1	0.4	9.70	27.75
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

Luminaire Schedule			
Symbol	Qty	Label	Description
□	3	S1-HS	LITHONIA OSKO LED P1 40K T3M MVOLT HS 12FT MH
□	4	S4-HS	LITHONIA OSKO LED P1 40K T4M MVOLT HS 12FT MH
□	41	B7	LITHONIA OSKO LED P2C 3X3 40K HV MOLT
□	2	S1-2	BACK-BACK LITHONIA OSKO LED P1 40K T3M MVOLT 12FT MH
□	1	S5	SINGLE LITHONIA OSKO LED P2 40K T4M MVOLT 12FT MH
□	2	S2-HS	LITHONIA OSKO LED P1 40K T3M MVOLT HS 12FT MH
□	14	S6-HS	LITHONIA OSKO LED P3 40K T4M MVOLT HS 12FT MH



PHASE 1 AND 2 HOUSE SIDE SHIELDS NO.2



PRELIMINARY SITE PLAN - PHASE I

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

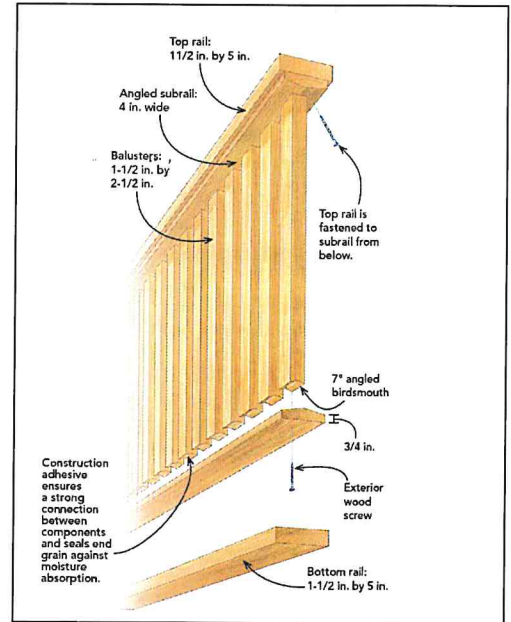
BALUSTRADES

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.

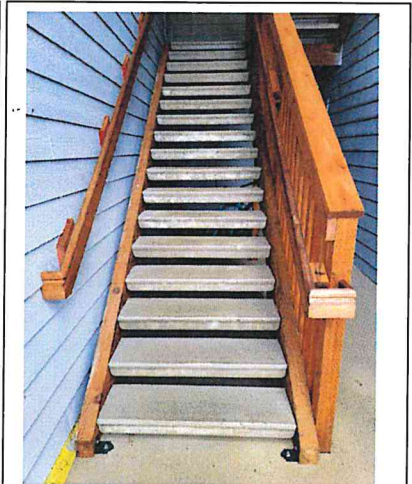
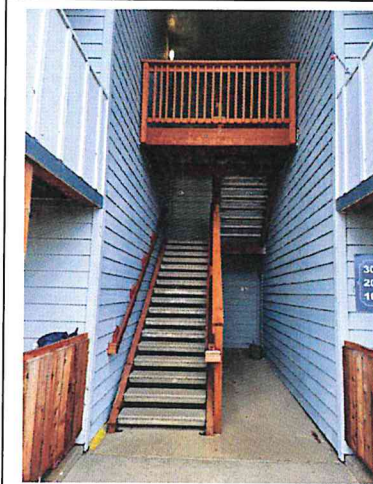
Simple and painted. Wood but could also be weather resistant composite material....as long as it is indistinguishable from stained wood.

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



LIGHTING



Building goose neck lights

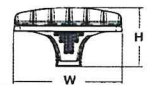
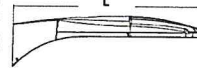
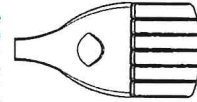


**D-Series
Size 0
LED Area Luminaire**



Specifications

EPA: 0.95 ft²
(0.9 m²)
Length: 26"
(66.0 cm)
Width: 13"
(33.0 cm)
Height: 7"
(17.8 cm)
**Weight
(max):** 16 lbs
(7.25 kg)



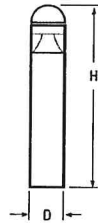
Freestanding pole light fixture



**KBA8 LED
LED Specification Bollard**

Specifications

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



Bollard Lights



Anchor Base Poles

RSA

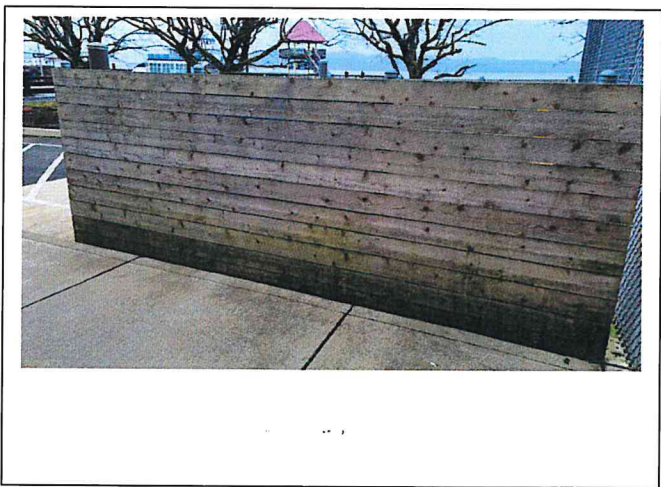
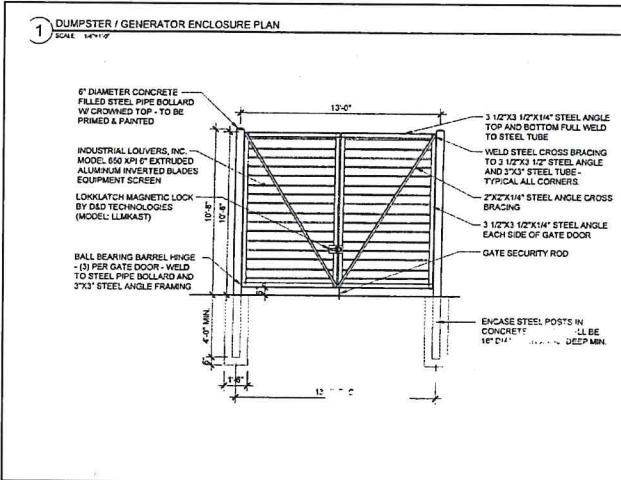
ROUND STRAIGHT ALUMINUM

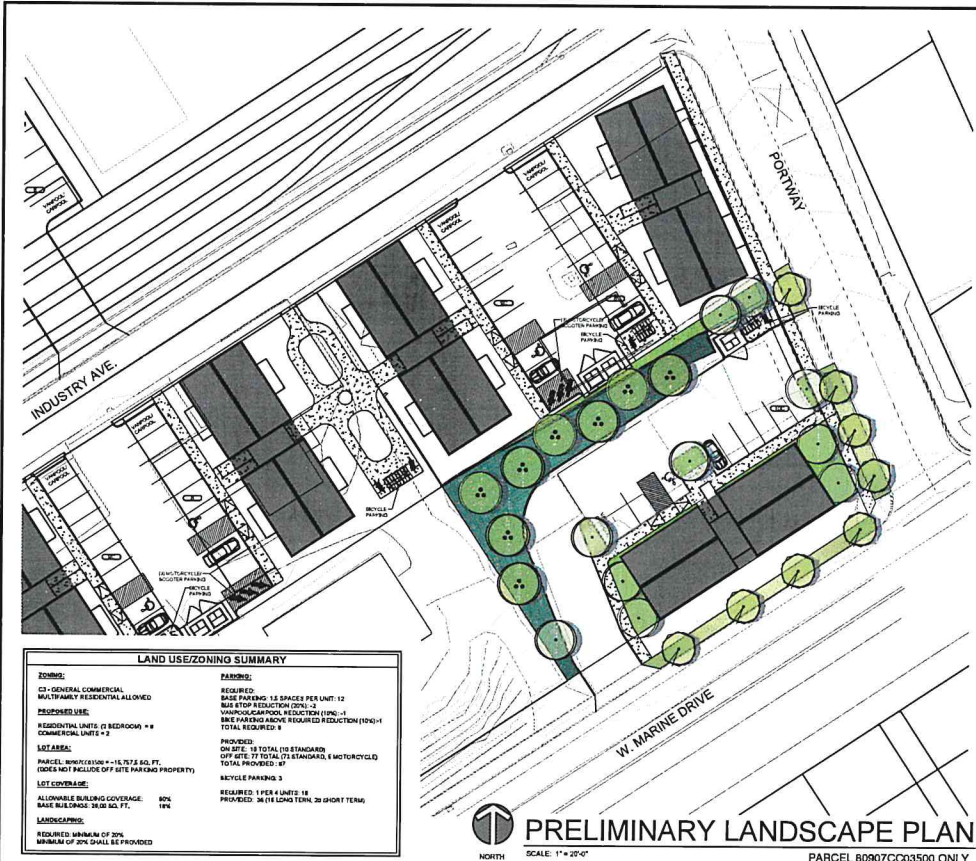
Freestanding pole light pole

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.





CONCEPT PLANT SCHEDULE

	STREET TREES ACER FRUTICOSUM 'BONHALL' / BOWHALL RED MAPLE FAGUS SYLVATICA 'FASTIGIATA' / FASTIGIATE EUROPEAN BEECH	8
	SITE TREES ACER CIRCINATUM / VINE MAPLE AMELANCHIER X GRANDIFLORA / APPLE SERVICEBERRY MALUS FLUGA / OREGON CRAB APPLE	10
	STEEP SLOPE TREES AMELANCHIER X GRANDIFLORA / APPLE SERVICEBERRY ARBITUS UNEDO / STRAWBERRY TREE PINUS CONTORTA / SHORE PINE	8
	STEEP SLOPE PLANTING ARCTICUS TAPPELUS UVA-URSI / KINKINNICK BLECHNUM SPICANT / DEER FERN CEANOTHUS GLOBRISUS / POINT REYES CEANOTHUS CORNUS SERICEA / RED TWIG DOGWOOD FRAGARIA VESCA BRACTEATA / WILD STRAWBERRY GAL'THERIA SHALLOM / SALAL MYRICA CALIFORNICA / PACIFIC WAX MYRTLE PHYSCOCARPUS CAPITATUS / PACIFIC MINEBARK POLYSTICHUM MUNITUM / WESTERN SWORD FERN PTERIDIUM AQUILINUM / WESTERN BRACKENFERN RIBES SANCTUINUM / RED FLOWERING CURRANT SAMBUCUS CAERULEA / BLUE ELDERBERRY SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY	3,368 SF
	VEGETATED WALL PLANTING AKEBIA QUINATA / CHOCOLATE VINE CLEMENS ARMANDII / EVERGREEN CLEMENS LONGICER X HECKROTTI / GOLDFLAME HONEYSUCKLE TRACHELOSPERUM JASMINOIDES / CHINESE STAR JASMINE	65 SF
	BOW PLANTING ALIXIA REPENS 'BURGUNDY GLOW' / BURGUNDY GLOW CARPET BUGLE EPILIBUM CALIFORNICUM / CALIFORNIA FUCHSIA FUCHSIA X HYBRIDA 'TOM THUMB' / TOM THUMB FUCHSIA GAL'THERIA SHALLOM / SALAL LAVANDULA OFFICINALIS / ENGLISH LAVENDER PRUNUS LAUROCESTRALIS 'MOUNT VERNON' / MOUNT VERNON ENGLISH LAUREL ROSMARINUS OFFICINALIS 'BENEDEN BLUE' / ROSEMARY SEDUM OREGANUM / OREGON SEDUM	1,423 SF
	BUILDING FRONTAGE PLANTING ADONIDUM PEDATUM / MADDERHART FERN ADONIDUM CALIFORNICUM / CALIFORNIA FUCHSIA ARUNCUS DIODICUS / GODTSBEARD ATHYRIUM FILIX-FEMINA / COMMON LADY FERN CEANOTHUS MARTILLIS / MARITIME CEANOTHUS CISTUS CRISPATUS 'WARLEY ROSE' / ROCKROSE DIENTHIA FORMOSA SUBSP. OREGANA / OREGON BLEEDING HEART ESCALONIA X 'COMPACTA' / COMPACT ESCALONIA FUCHSIA X HYBRIDA 'MISS CALIFORNIA' / MISS CALIFORNIA HARDY FUCHSIA GAL'THERIA SHALLOM / SALAL GERANIUM OREGANUM / OREGON GERANIUM GELM MACROPHYLLUM / LARGE-LEAVED AVENS HUCHERA X 'AUTUMN LEAVES' / AUTUMN LEAVES CORAL BELLS HOSTA X 'WHIRLWIND' / WHIRLWIND HOSTA LAVANDULA OFFICINALIS / ENGLISH LAVENDER RHODODENDRON ATLANTICUM / COAST AZALEA SEDUM OREGANUM / OREGON SEDUM VIBURNUM EDULE / HIGHLAND CRANBERRY	1,517 SF

LOT COVERAGE CALCULATIONS:

LAND USE ZONING SUMMARY

ZONING: C1 - GENERAL COMMERCIAL MULTIFAMILY RESIDENTIAL ALLOWED	PERMITTED USE: RESIDENTIAL UNITS (2 BEDROOM + 2 COMMERCIAL UNITS + 2
LOT AREA: PARCEL: 80,000/181,000 +/- 16,774 SQ. FT. DOES NOT INCLUDE OFF SITE PARKING PROPERTY	PROVIDED: OFF SITE: 13 TOTAL (10 STANDARD OFF SITE, 77 TOTAL (75 STANDARD, 2 MOTORCYCLED TOTAL PROVIDED: 47
LANDSCAPING: REQUIRED: MINIMUM OF 20% MINIMUM OF 20% SHALL BE PROVIDED	REQUIRED: BASE PARKING: 1.5 SPACES PER UNIT: 12 Bike STORAGE: 100/100 VARIABLE CARPOOL REDUCTION (10%)-1 TOTAL REQUIRED: 9
	PROVIDED: OFF SITE: 13 TOTAL (10 STANDARD OFF SITE, 77 TOTAL (75 STANDARD, 2 MOTORCYCLED TOTAL PROVIDED: 47
	REQUIRED: 1 PER 4 UNITS: 14 PROVIDED: 36 (16 LONG TERM, 20 SHORT TERM)

PRELIMINARY LANDSCAPE PLAN
NORTH SCALE: 1" = 20'-0"
PARCEL 80907CC03500 ONLY

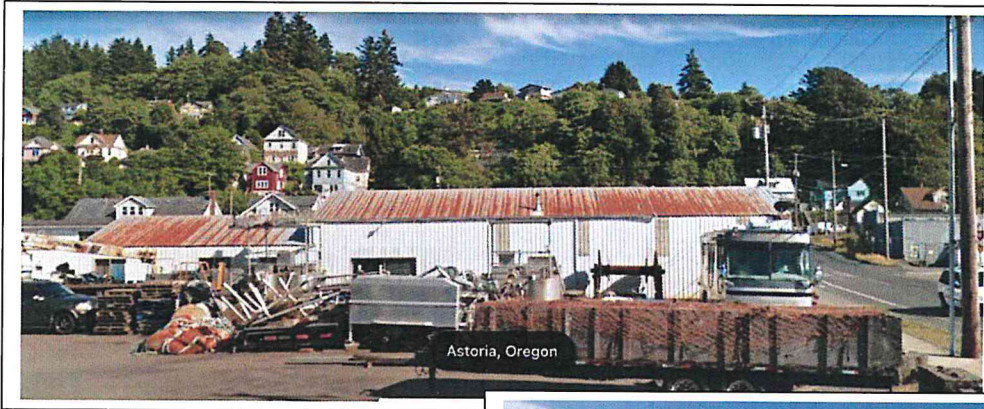


DATE: _____	REVISION: _____	<table border="1"> <thead> <tr> <th>DRAWN BY</th> <th>DESIGNED BY</th> <th>CHECKED BY</th> </tr> </thead> <tbody> <tr> <td>AS SHOWN</td> <td>DATE: FEBRUARY 2021</td> <td></td> </tr> </tbody> </table>	DRAWN BY	DESIGNED BY	CHECKED BY	AS SHOWN	DATE: FEBRUARY 2021		CHESTER TRABUCCO PORTWAY LANDING LLC (425) 922-4636	PORTWAY STATION APARTMENTS ASTORIA, OR 97013	L1
DRAWN BY	DESIGNED BY	CHECKED BY									
AS SHOWN	DATE: FEBRUARY 2021										

Examples of Buildings in Astoria

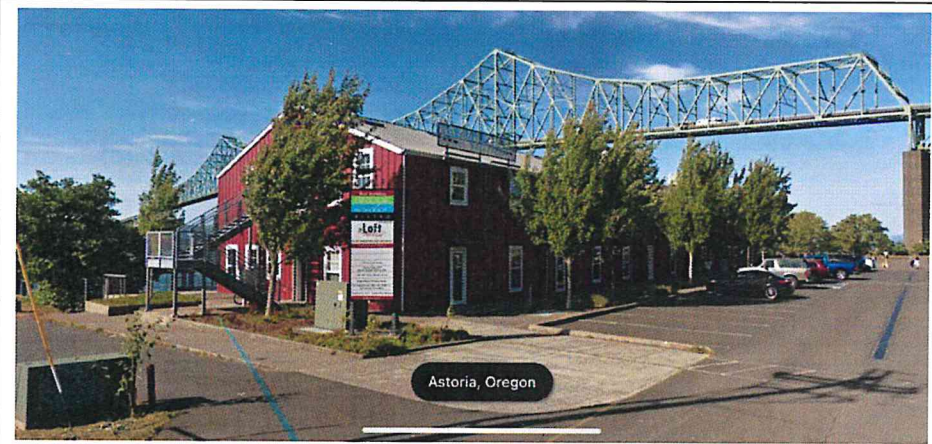
submitted by Chester Trabbuco

2-8-21

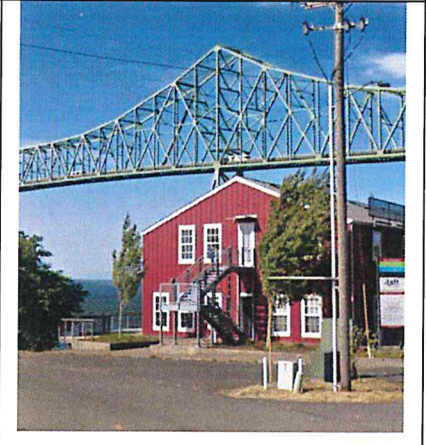


53 Portway
vertical corrugated
metal
1 story

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

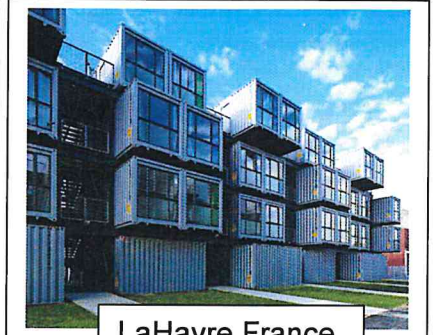
Mon, Feb 8, 2021 8:48 AM

to me, ctrabucco46

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



San Antonio TX



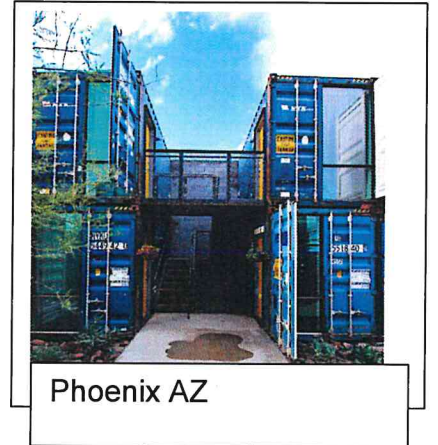
LaHavre France



Brookland WA



Huntsville TX



Phoenix AZ



Horizontal wood slat exterior cover



Phoenix AZ



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>
Sent: Saturday, February 13, 2021 4:20 PM
To: Chester Trabucco <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 always 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 MAIN STREET DESIGN GUIDELINES

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

Design Guidelines Contents

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	1



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

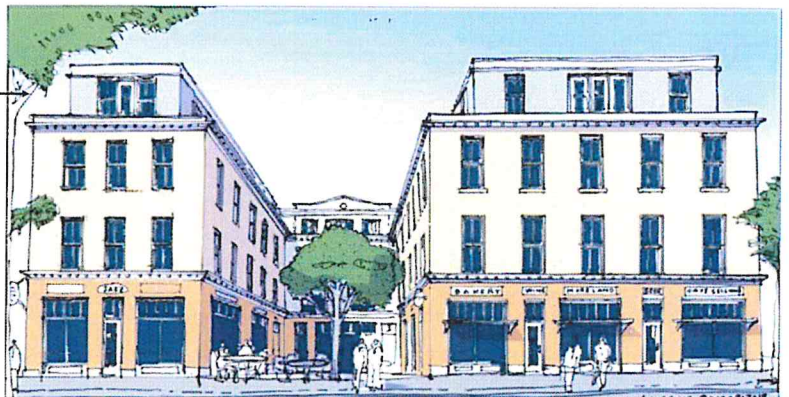
Laurence Qamar, Qamar Architecture & Town Planning
 Heather Flint Chatto, Forage Design & PDX Main Streets
 Linda Nettekoven, PDX Main Streets

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

- **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**



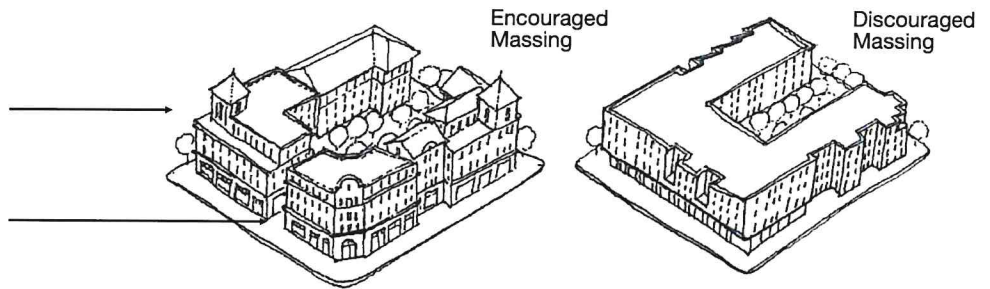
Images above and below demonstrate main street patterns, harmonious design on all sides, and tall vertical inset windows that reflect human scale proportions. (Illustrations by Laurence Qamar) These illustrations are intended to show all the features described on this page. It is not expected that all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



SELLWOOD-MORELAND “GUIDELINES AT A GLANCE”

Encouraged Mixed Use Design Patterns + Building Form

- **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 identifies 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)

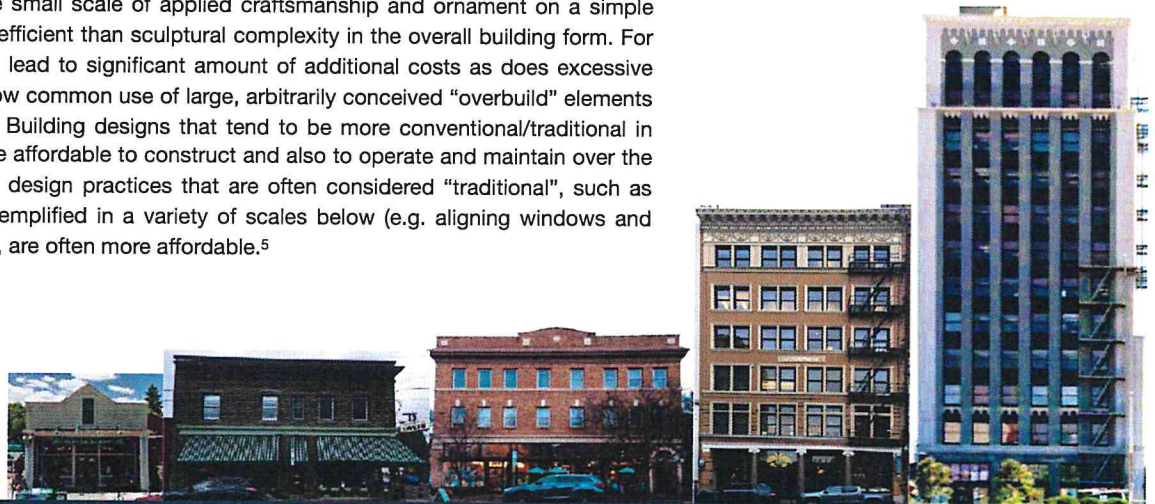


Varied buildings in harmony due to similar proportions + rhythm

Design for Affordability & Context

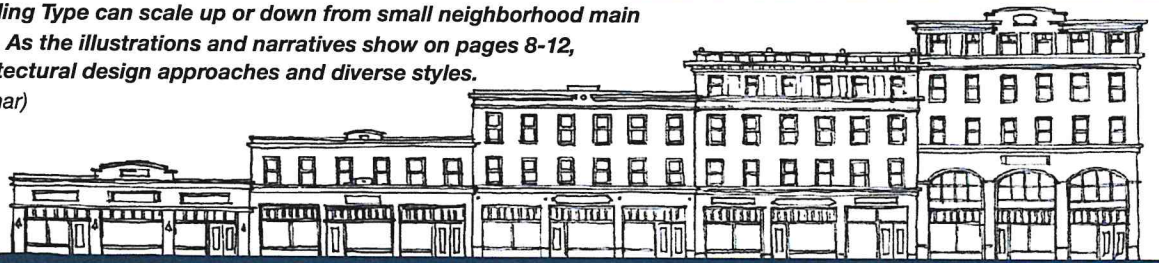
DESIGN GUIDELINE: Use simple and compact building form and massing, stack unit plans and floor plates, align window and door openings within walls, and avoid cantilevering large structural elements.

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.”⁵ 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.⁵



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)

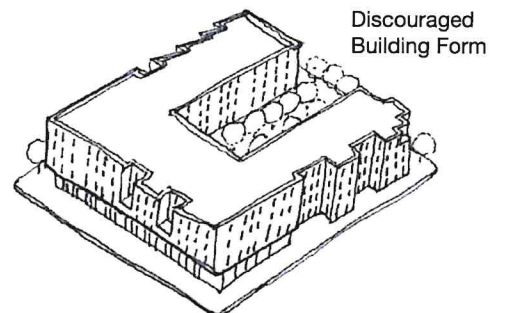
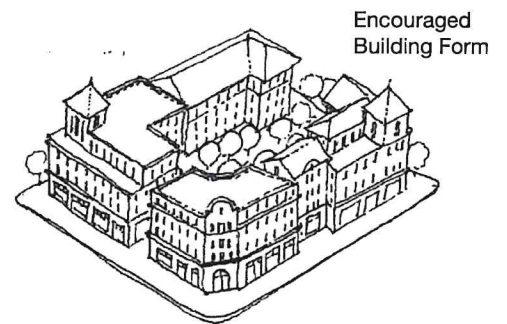


⁵ Excerpts from testimony on the Design Overlay Zoning Amendments (DOZA project) September 2019. Quote from Mike Steffen, Director of Innovation, Walsh Construction.

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.**⁶ 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.



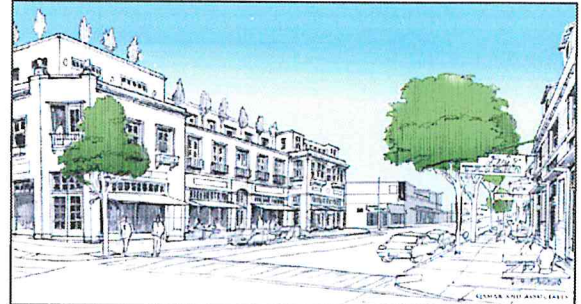
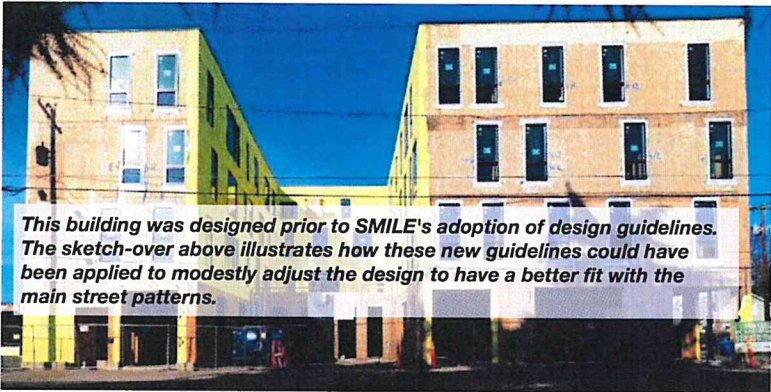
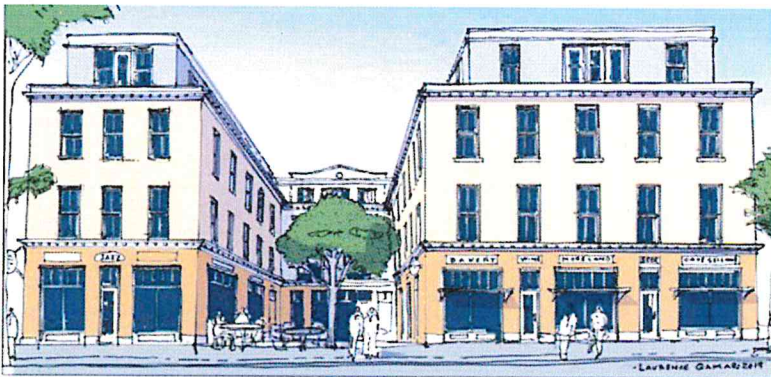
The at bottom left building was designed prior to SMILE's adoption of design guidelines. The sketch-over above illustrates how these new guidelines could have been applied to modestly adjust the design to have a better fit with the main street patterns. This top illustration maintains the same density 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)

⁶ Source: Adopted design guidelines from Seattle University-District Design Guidelines 2019

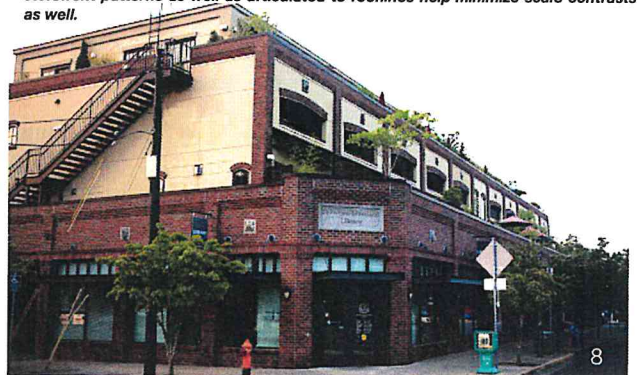
Upper Level Stepbacks*

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.



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

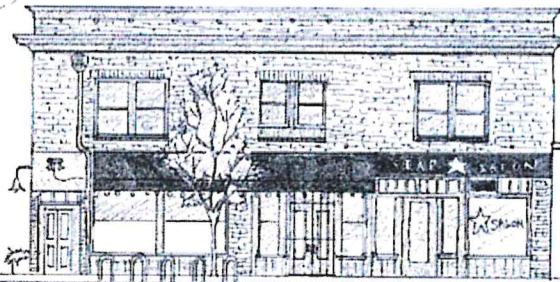
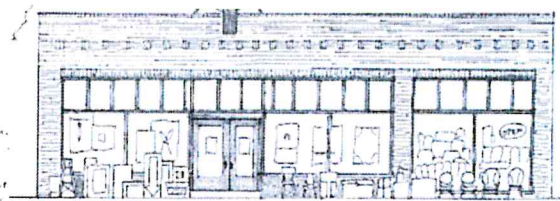
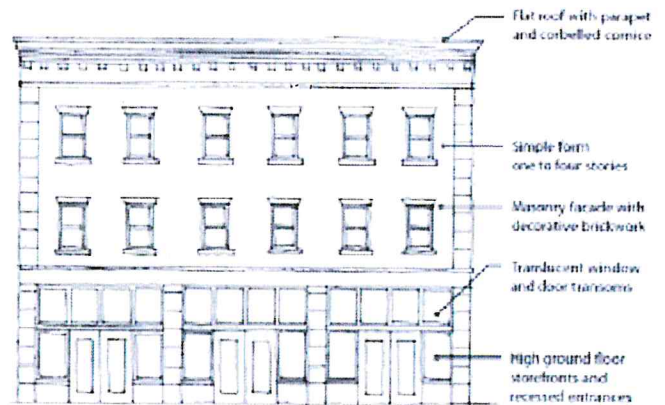
- Bottom, Middle, Top
- Balconies, Bumpouts & Bays
- Corner Treatments, Chamfers + Towers
- Stepdowns + Stepbacks
- Distinct Building Segments
- Rythm of Recessed Entries

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
425-922-4636

2 Attachments

