

AGENDA
HISTORIC LANDMARKS COMMISSION

Astoria City Hall Council Chambers, 1095 Duane Street, Astoria

Tuesday, October 15, 2013, 5:15 p.m.

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a. August 20, 2013
4. PUBLIC HEARINGS
 - a. Miscellaneous Review MR13-01 by Paul C. van der Veldt to paint a mural on the west elevation of the existing commercial building at 1598 Duane Street in the C-3, General Commercial, Zone. Staff recommends approval with conditions.
 - b. Exterior Alteration EX13-06 by Karl F Johnson to add a second story deck with a steel spiral staircase and steel balustrade on the rear of an existing single family dwelling at 674 17th Street in the R-3, High Density Residential zone. Staff recommends denial.
5. REPORT OF OFFICERS
6. STATUS REPORTS
 - a. Planner Johnson has included status report photographs of the following: EX12-05 for 659 31st Street. The project is complete or near completion and conditions have been met. These status report photographs are for Commission information.
7. ADJOURNMENT

HISTORIC LANDMARKS COMMISSION MEETING

City Council Chambers

August 20, 2013

CALL TO ORDER – ITEM 1:

A regular meeting of the Astoria Historic Landmarks Commission (HLC) was held at the above place at the hour of 5:35 p.m.

ROLL CALL – ITEM 2:

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

Commissioners Excused: Commissioners Thomas Stanley and Paul Caruana.

Staff Present: Community Development Director Brett Estes, City Attorney Blair Henningsgaard, and Planner Rosemary Johnson. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES – ITEM 3(a):

President Gunderson called for a motion to approve the minutes.

Commissioner McHone moved to approve the minutes of July 16, 2013 as presented; seconded by Commissioner Burns. Unanimously approved.

PUBLIC HEARINGS:

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

ITEM 4(a):

HD 13-03 Historic Designation HD13-03 by Jared Rickenbach, Rickenbach Construction for Bornstein Seafoods Inc. to designate the Bornstein Cannery Building (formerly the New England Fish Co.) as a historic landmark at 2 - 7th Street in the A-2 Aquatic Two Development zone. The designation would be of the proposed configuration of the building as indicated in the plans submitted with the application.

President Gunderson asked if anyone objected to the jurisdiction of the Historic Landmarks Commission (HLC) to hear this matter at this time. There were no objections. President Gunderson asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare. None declared.

Vice President Dieffenbach declared that as the architect on this project, she must step down from the dais. Commissioner Burns declared that the Vice President of the Clatsop County Historical Society is one of the Applicants. While he believes he can be objective, Commissioner Burns decided to step down from the dais on the advice of City Attorney Henningsgaard.

Director Estes noted that the HLC does not have a quorum to proceed with this hearing, so this public hearing will have to be postponed. City Attorney Henningsgaard stated after further review of statutes, he was not certain Commissioner Burns had a conflict of interest, but should a conflict exist, the law will allow Commissioner Burns to sit at the dais and vote, but he must refrain from participating in the discussion. No part of this application will affect Commissioner Burns financially, so a conflict of interest may not exist.

Commissioner Burns returned to the dais and added that he has not discussed this application with either of the Applicants.

President Gunderson requested a presentation of the Staff report.

Planner Johnson presented the Staff report and recommended approval with conditions. No correspondence has been received.

Commissioner Osterberg noted discrepancies between the Staff report and information supplied by the Applicant about the original exterior of the building. Page 4 of the Staff report, under Alterations, states the building originally had wood cladding on its exterior; however, Part 1(B) on Page 2 of the attachment titled New England Fish Company of Oregon states the building was mill construction and had a sheet iron exterior. Planner Johnson explained this would not affect Staff's recommendations because the historic designation is for the proposed condition of the building. In 1924, only the west portion of the building had a metal exterior. The east portion of the building was added in 1942 with a wood exterior, which was eventually covered with metal. The report could have stated the original building was steel and now covered in corrugated metal. Commissioner Osterberg replied he now understood the difference between wood and metal was not as great as he originally believed. Apparently the building was not entirely of wood, but had a sheet iron or steel exterior.

President Gunderson opened public testimony for the hearing and called for the Applicant's presentation.

Jared Rickenbach asked if Andrew Bornstein, who is the property owner and not the Applicant, could speak in favor of the application prior to the Applicant's presentation. Mr. Bornstein needed to leave the HLC meeting to attend a Port Commission meeting. Director Estes suggested incorporating Mr. Bornstein's comments into the Applicant's presentation.

Andrew Bornstein, 844 Alameda Avenue, Astoria, explained the building is historic to him for personal reasons. He has nostalgic memories of being with his father and learning the fish processing business in this building. His family processed fish in this building from 1982 to 2006. When he was presented with the idea of turning the building into a brewery, it was clear that the history and integrity of the building would be preserved. Mr. Bornstein supported the idea of celebrating that the building was a fish plant. He has collected old artifacts that will be used to celebrate the history of the building. He is excited about the project and hopes the community feels the same way.

Jared Rickenbach, Rickenbach Construction, 37734 Eagle Lane, Astoria, clarified he was speaking as the Applicant. He asked if Staff had given the Commissioners a copy of changes to a door on the east elevation. Planner Johnson replied she had not seen the changes. Mr. Rickenbach explained that the Staff report proposes a roll up garage door on the east elevation. The wall did not originally have a garage door in this location, so it will be eliminated. He thanked Staff for their great work on this application. A full set of drawings was made available, should Commissioners need to refer to them. He offered to answer any questions.

Commissioner Osterberg confirmed with Mr. Rickenbach that the roll-up door proposed for the east elevation would not be installed as stated in the Staff report. Director Estes directed Commissioner Osterberg to Page 6 of the Staff report, where the roll up door is noted. Planner Johnson confirmed with the Applicant that one of the doors on the north elevation has been eliminated as well. Four doors are shown in the original plans and on Page 2 of the Staff report; however the far west door on the north elevation will not be installed. Mr. Rickenbach explained he has restricted the area on the first floor where the restaurant will be, adding that area is currently part of an undeveloped space. There is a man door.

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

Luke Colvin, 86946 Youngs River Road, Astoria, stated he had founded this project. He has ten years experience in starting, running, and growing a business that created jobs in the community. The original idea behind this project was to have a positive impact on the community. Once this building was identified as the best building for this project, he became excited about the historic significance of the building. Many of his family members are commercial fishermen and he has memories of fishing with his father in a Columbia River bow picker. Mr. Colvin grew up learning the historic significance of commercial fishing. His father did a lot business in this building and other canneries. Commercial fishing has mapped the history of Astoria and there are few buildings like this left on the waterfront. Most of the buildings left do not have a viable purpose. This is an opportunity to preserve part of Astoria's riverfront and one of the few waterfront canneries on the Columbia River.

Dan Hamilton, 3107 Bayview Terrace, Seaside, stated he is a brewer for this project. He recalled hearing as a child about the loss of the waterfront in San Francisco. Many buildings should have been saved, preserved, and

celebrated. He is in favor of this project as the old, smelly fish cannery building is much of what Astoria has been. He hopes the HLC will approve the application.

Jerry Casinger, 42 - 7th Street, Astoria, spoke strongly in favor of the project. The integrity of Mr. Bornstein and Mr. Colvin is the most important reason he favors the project. He recalled hiring Mr. Colvin at 19 years old and also helped him start a business as an arborist. Mr. Colvin has grown into a person who supports the community and has always talked about the waterfront in Astoria. Mr. Casinger would like to make the building an important part of the area as Astoria grows. He would also like to preserve the heritage of the building and celebrate the commerce on the river through graphics on the walls. An advantage of being in a historical city is to have a historic building.

David Kroening, 721 14th Street, Astoria, stated he is in favor of the application. Mr. Colvin is his brother-in-law. He started coming to Astoria as a tourist. Astoria is distinctly different from other towns in the area because of its history. Other towns are vacation towns. The riverwalk is unique. He explained that being from Denver, he did not know what the pilings were when he first saw them. He has learned that Astoria has a rich history of the fish cannery industry. There are not a lot of opportunities for tourists to learn about the canneries. The reuse of this building will provide that opportunity. He would like to keep the fish ladder conveyor belt as part of the bar and restaurant structure.

Rachel Jensen, 1445 Lexington Avenue, Astoria, stated she conducted the historic research on this building, which has had many lives and has always been in production work. So many of these building disappear through fire. She appreciates that the Applicant is planning to use the building in a way that will maintain the mass and general structure of the building. Ms. Dieffenbach's designs articulate what is new and what is historic. The interior will ensure that patrons understand the history of the building. Adaptive reuse has become an important way to preserve local heritage.

Kent Easom, 413 Franklin, Astoria, stated this is one of the few remaining historic buildings on the waterfront. Saving the building for a public use allows people to see the waterfront. It is important to save another building on the waterfront.

President Gunderson called for any presentation by persons against or impartial to the application. Hearing none, she confirmed there were no closing remarks from Staff and closed the public testimony portion of the hearing. She then called for Commission discussion and deliberation.

Commissioner Osterberg agreed with the Staff report and Findings. All of the applicable Comprehensive Plan criteria have been met. He understood that the proposed changes to the structure are because the building is a vernacular industrial warehouse design and use, which will help ensure that the improvements are appropriate. Roll up doors are a great idea. The design of the proposed windows is industrial and has been seen in similar structures. All of the proposed changes are in keeping with the historical context of the architecture. The history speaks for itself. Architecturally, the changes are very appropriate.

Commissioner McHone stated the best way to preserve a building is to have a need for it and this is a good application for this building. He respects other similar projects in Astoria, like Pier 39 and Fort George, and appreciated being able to visit those buildings often. He supports the project.

President Gunderson agreed this is a great project. It will be excellent to have a building downtown on the water that will not fall into the water and will be used. She fully supports the application. Commissioner Burns added that these buildings are irreplaceable.

Commissioner McHone moved that the Historic Landmarks Commission adopt the Findings and Conclusions contained in the Staff report and approve Historic Designation HD 13-03 by Jared Rickenbach, Rickenbach Construction for Bornstein Seafoods, Inc. with conditions and the elimination of one roll up door on both the east and north elevations; seconded by Commissioner Osterberg. Motion passed unanimously.

President Gunderson read the rules of appeal into the record.

REPORTS OF OFFICERS:

ITEM 5(a): Adair-Uppertown Historic Inventory – The City has been notified by the State Historic Preservation Office (SHPO) that the Adair-Uppertown Reconnaissance Level Survey has been approved and accepted as complete.

President Gunderson thanked Rachel for all her work on the inventory.

Director Estes noted that City Council approved the ordinance for the changes to the historic preservation portion of the Development Code at their meeting on August 19, 2013. The amendments will officially go into effect in 30 days.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 6:13 p.m. to convene the work session.

WORK SESSION – ITEM 7(a): Solar Energy Ordinance Draft

Planner Johnson presented the Staff report, reviewing the history of developing the ordinance to date and key aspects of the draft ordinance including which installations would and would not require review by the HLC. The ordinance is ready for a public hearing at the Planning Commission, but Staff wanted the HLC to weigh in on the historic aspects of the Code. She and Director Estes addressed clarifying questions and asked for the Commissioners feedback regarding any potential issues with the different review types related to the historic portions of the ordinance and the criteria suggested by Staff.

Discussion and comments regarding the Solar Energy Ordinance Draft continued as follows with responses from Staff as noted:

- Planner Johnson clarified that solar facilities installed on buildings in or adjacent to a nationally designated historic district will require review. Freestanding solar facilities on a historic streetscape will also be reviewed. Uniontown-Alameda, Downtown, and Shively-McClure are nationally designated historic districts. The Adair-Uppertown neighborhood is not a district, but an inventory area, so installing a solar facility on a non-historic structure would not come under review.
- The specifications are a reasonable starting point. The requirements might change over time as the HLC gains experience with reviewing solar installations.
- Type I Permits do not include ground-mounted or freestanding solar facilities. The City might want to encourage ground-mounted facilities by using the Type I review and permitting process because these facilities have the least impact to historic structures since they do not attach to the building. Planner Johnson reviewed the Type I freestanding permit criteria on Page 7.
 - The Commission discussed having ground-mounted facilities be a Type I process, enabling Staff to approve the permits. The purpose of the changes is to make the permitting process easier for property owners and encourage solar installations.
 - Facilities taller than 6 feet or larger than 100 square feet would come before the HLC in a public hearing process.
 - Planner Johnson clarified she would be reviewing the same criteria as the HLC should an inappropriate installation request be submitted. She was comfortable moving freestanding facilities to the Type 1 category to simplify the process because the Code criteria are clear.
 - The HLC unanimously agreed the draft should be amended to include freestanding facilities no larger than 100 square feet and no higher than six feet under a Type 1 Permit process.
- The Commission discussed whether the Type 2 permit criteria should be amended with regard to roof mounted and freestanding solar facilities 10 feet in height, but not on the primary elevation of a site. The Commission supported streamlining the permitting process and confirmed that an application would be reviewed by the HLC if the public had any issues.
 - Planner Johnson explained the Article 9 amendments stating that the Community Development Director could move an application to the next permit type in order to resolve any concerns or issues. Director Estes added the public could also use the appeal process. Decisions of Staff are appealed to the HLC. Planner Johnson stated she would also amend the Ordinance so freestanding facilities currently under the Type II permit process would now be Type I.
- Staff and the Commission discussed the criteria for freestanding solar facilities on historic structures and in historic neighborhoods and whether the Commission was comfortable with a Type I Administrative Review

process for freestanding solar facilities not installed on a primary elevation and regardless of the type of historic designation status. (Page 14, under Item 3 Historic Streetscapes)

- Having an administrative review is acceptable because the public can use the appeal process to require a review by the HLC if needed. The Commission has approved other features which are not of a historic nature and not visible from the street, like decks in a backyard, and this would be similar.
- Several scenarios were discussed to explain which solar installations would and would not require review, namely with regard to historic streetscapes and concerns about installations on non-historic properties.
- The list of definitions should be updated to better explain the criteria in the Code. Using the "highly visible" definition was suggested regarding the installation of freestanding facilities on historic streetscapes regardless of a property's historic designation.
 - Staff agreed to create a matrix chart showing the types of review across the top and the different conditions for each along the left hand column. The required reviews could then be indicated with a check mark. This would be a good tool for the public to use as well.
- Concerns were expressed about the requirement that non-historic properties be judged according to historic standards because they are adjacent to a historic property. Being directly across the street is considered being adjacent.
 - How should a solar structure be quantified? Currently, new construction on a historic property or adjacent to a historic property must be reviewed by the HLC.
 - Solar facilities, especially freestanding facilities, should be defined similar to fences or other uninhabitable structures rather than new construction. This would enable the HLC to be more generous with their allowances.
 - The size of solar installations is a concern. Structures larger than 100 square feet should have a higher level of review and public notice is appropriate.
- The HLC agreed freestanding solar installations and satellite dishes are similar and should be treated equally in the Code.

Commissioner Dieffenbach left the meeting at this time.

Planner Johnson stated she would amend the language in the draft to better explain when a solar installation on a non-historic property would require review by the HLC. Freestanding solar facilities of any size installed in the front yard of a non-historic property within a historic district, adjacent to a historic property, or across a right-of-way from a historic property will be reviewed by the HLC. This is the same rule that applies to satellite dishes.

Director Estes reminded that the Code could always be modified after it has been adopted. A year from now, Staff and the HLC can discuss any issues with the new types of review and decide if changes need to be made.

Planner Johnson listed existing solar facilities in Astoria adding there is interest in a community solar garden. Solar facilities will become more common, as wind turbines tend to be less successful in the area. She explained the Planning Commission will not consider the cost effectiveness of solar facilities. No testing or evaluation will be required. Technology will continue to evolve, become less intrusive and more effective. Staff attempted to write the Code to accommodate the ongoing changes in the solar energy industry. She would amend the draft ordinance as requested by the Commission and send the draft to the Planning Commission for public review. A copy of the amendments will be emailed to the Commissioners. President Gunderson urged the Commissioners to provide Planner Johnson with feedback as quickly as possible.

Director Estes also suggested that Staff be made aware of potential conflicts of interest that a Commissioner intends to declare on a public hearing case in advance of the meeting. This will allow Staff to better communicate with the applicants about a possible lack of quorum. This will also allow the City Attorney to do any necessary research in advance, so that a decision can be made as to whether there would be a conflict.

There being no further business, the work session was adjourned at 7:06 p.m.

ATTEST:

APPROVED:

Secretary

Community Development Director /
Assistant City Manager

STAFF REPORT AND FINDINGS OF FACT

October 9, 2013

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER

SUBJECT: REQUEST FOR MISCELLANEOUS REVIEW (MR13-01) BY PAUL VAN DER VELDT TO PAINT A WALL GRAPHIC ON THE WEST ELEVATION OF AN EXISTING BUILDING AT 1598 DUANE STREET

I. BACKGROUND SUMMARY

- A. Applicant: Paul van der Veldt
1598 Duane Street
Astoria OR 97103
- B. Owner: Paul C van der Veldt Tr
Shallon Farm Trust
1598 Duane Street
Astoria OR 97103
- C. Artist: Michael de Waide
Post Office General Delivery
Astoria OR 97103
- D. Location: 1598 Duane Street; Map T8N-R9W Section 8DB, Tax Lot 2900;
Lot 1 excluding east 40' of north 40' and north 5' for Street, Block
134, Shively
- E. Proposal: To paint a wall graphic on the west elevation of the existing
building
- F. Zone: C-3 Zone (General Commercial)

II. BACKGROUND

A. Subject Property:

The subject property is located on the northwest corner of Duane and 16th Streets. The site is developed with the Shallon Winery. The rear and west side of the building are visible from Commercial & Marine.



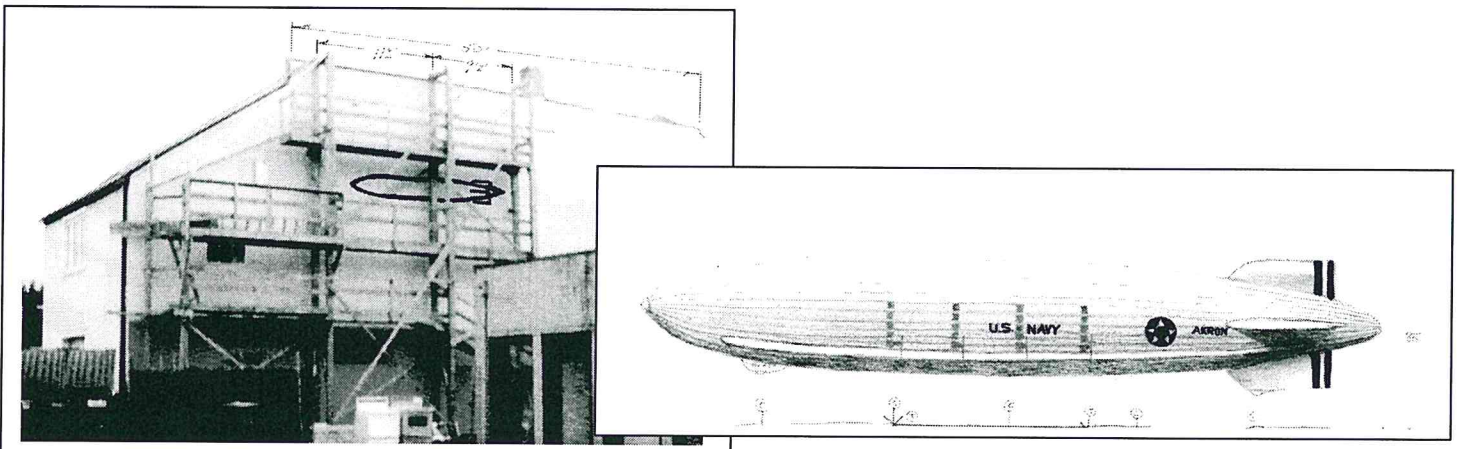
The Wicks-Osburn Building (Shallon Winery) was constructed in 1926 and is a Mediterranean style. The structure has two street facades with a rear facing an adjacent lot to the north, and a large mostly blank wall facing to the adjacent lot to the west. It is a reinforced concrete building with ceramic tile in the frieze and cornices. The building is designated as historic within the Downtown National Register Historic District and adjacent to several buildings designated as historic.

B. Neighborhood:

The site is bounded on the east by a vacant former dry cleaner, Clatsop County Historical Society; to the north by Custard King; to the west by Roby's Furniture; to the south across the Duane Street right-of-way by Owens Adair Apartments.

C. Proposal

The applicant is proposing to have a professional painter, Michael de Waide, paint a wall graphic on the west elevation of the existing wall on the building.



The proposed graphic would consist of a rendering of the USS Akron, a US Navy helium dirigible. There would be no wording or advertising on the graphic other than the US Navy markings that were on the dirigible. The graphic style would be a true rendering with muted grays and red/white/blue Navy markings. A color rendering is attached to the staff report. The graphic would be approximately 15' long x 2.5' tall on the 50' long wall. The graphic would be a true to life realistic drawing. No neon colors are proposed.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on September 19, 2013. A notice of public hearing was published in the Daily

Astorian on October 8, 2013. Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. STANDARDS AND CRITERIA

- A. Development Code Section 1.400 defines *“wall graphics”* as *“Any mosaic, mural or painting or graphic art technique or combination or grouping of mosaics, murals, or paintings or graphic art techniques applied, implanted or placed directly onto a wall or fence which does not identify a business or product, or carry a commercial or non-commercial message, excluding historical signs.”*

Development Code Section 1.400 defines a *“sign”* as *“Any identification, description, illustration, symbol, or device which is affixed directly or indirectly upon a building, structure, or land and which conveys a message.”*

Finding: The request is to paint a wall graphic directly on the west elevation of the Shallon Winery building. The graphic will not include any message relative to the business. The proposal is considered a wall graphic and is not a sign.

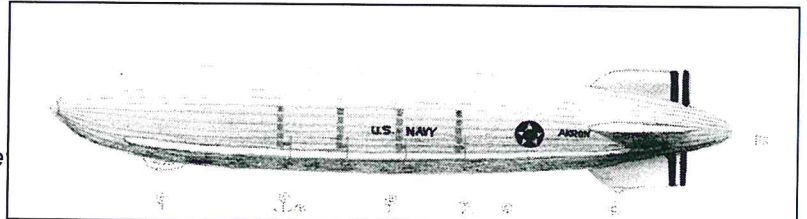
- B. Section 8.080(E.3) of the Development Code states that *“A wall graphic proposed to be located on a historic structure or site, adjacent to or across the right-of-way from a historic structure or site, within a National Register Historic District, or adjacent to or across the right-of-way from a National Register Historic District shall be evaluated by the Historic Landmarks Commission on a case by case basis in order to determine appropriateness to the area. . .”*

Finding: The property is located within the Downtown National Register Historic District, would be on a building designated as historic, and that is adjacent to and across the right-of-way from structures designated as historic.

- C. Section 8.080(E.3) of the Development Code states that *“. . . The Historic Landmarks Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100, based on their evaluation of:*

- a. *The appropriateness of the work in terms of color, scale, location and design; and,”*

Finding: The colors proposed to be used would be muted gray with red/white/blue Navy markings. No use of neon colors is proposed. The graphic would encompass a small portion of the 50' wide, two story high west wall of the building and would be approximately 2.5' tall x 15' wide. The design and artwork would be realistic. The graphic is of the USS Akron, a US Navy dirigible.

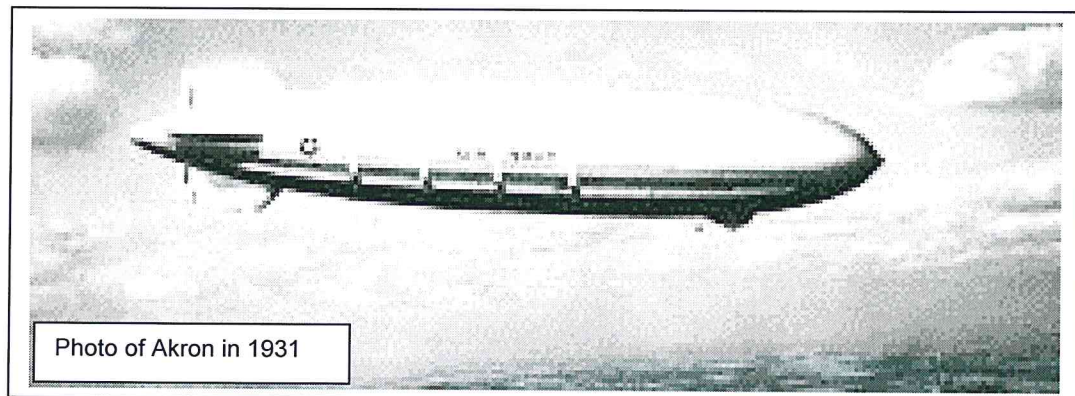


The USS *Akron* (ZRS-4) was a helium-filled rigid airship of the US Navy commissioned in October 1931. With lengths of 785', 20' shorter than the German commercial airship *Hindenburg*, the *Akron* and her sister airship the *Macon* were among the largest flying objects in the world. Although the *Hindenburg* was longer, she was filled with hydrogen, so the two US airships still hold the world record for helium-filled airships. The *Akron* also served as a flying aircraft carrier for launching and recovering F9C Sparrowhawk fighter planes.

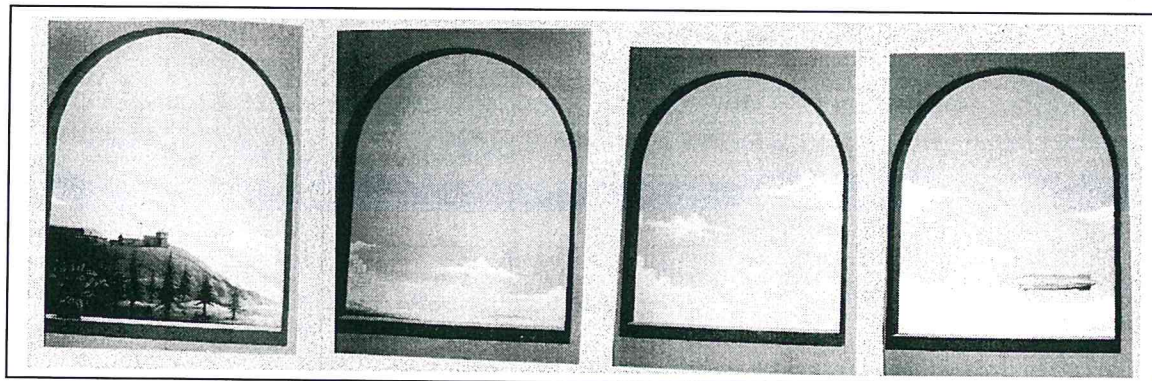
In May 1932, the *Akron* made a cross country trip that brought it to Astoria (see attached articles). The applicant remembers seeing the *Akron* during that visit and would like to memorialize that part of Astoria's past. He has another painting of the *Akron* by the same artist on the interior of the Shallon Winery building.

After an accident-prone 18-month term of service, the *Akron* was destroyed in a thunderstorm off the coast of New Jersey on the morning of April 4, 1933, killing 73 of her 76 crewmen and passengers. This accident was the largest loss of life for any known airship crash.

The graphic is appropriate for the downtown building due to its history with a visit to Astoria during the early years of the newly rebuilt downtown.



The proposed artist, Michael de Waide, has painted several murals on the inside walls of the Shallon Winery. He has submitted color examples of his work which will be available at the HLC meeting.



“b. The impact on surrounding historic structures or sites; and”

Finding: The graphic would be adjacent to several historic structures located at Roby’s at 1535 Commercial, Owens Adair housing at 1508 Exchange, and Clatsop County Historical Society at 1618 Exchange. It would also be visible in the streetscape for several other historic downtown buildings.

The proposed location on the wall is a large blank area with a couple small windows. The addition of a wall graphic would break up the otherwise blank wall. The graphic would encompass a relatively small area of the entire wall. The graphic is reflective of a part of Astoria’s history with the visit of the Akron to Astoria in 1932. The graphic would not have a negative impact on adjacent historic buildings.



Roby’s Furnishings – 1535 Commercial



Bach & Rock – 1606 Marine



CCHS – 1618 Exchange

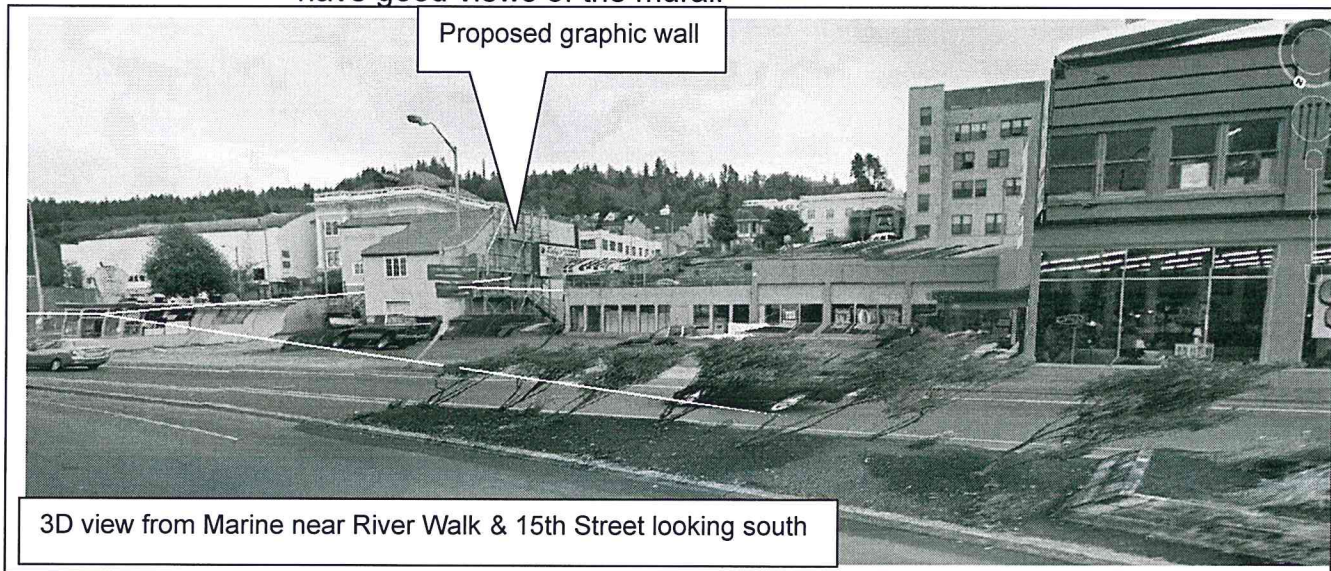


Owens Adair – 1508 Exchange

“c. The impact on surrounding buildings, views and vistas.”

Finding: The graphic would be visible from Commercial Street and Marine Drive. There would be some visibility from the River Walk near the foot of 15th Street but it is mostly blocked by landscaping along Marine Drive. The adjacent lot to the west is an open parking lot for

Roby's Furniture. Traffic from the west on Commercial Street would have good views of the mural.



The graphic is reflective of a part of the history of Astoria and the visit by the Akron in 1932. It would not have a negative impact on adjacent buildings, views and vistas.

V. CONCLUSION AND RECOMMENDATION

The request, in balance, meets all the applicable review criteria. The applicant should be aware of the following requirements.

Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Planning Commission.

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

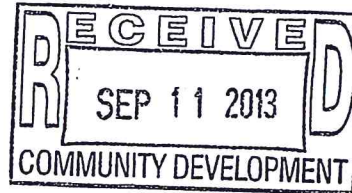
Staff recommends approval of the request with the following condition:

1. The wall graphic shall not contain signage.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT



MR 13-01

Fee: \$250.00

MISCELLANEOUS REVIEW

☐ Changeable Text Sign

☒ Wall Graphics

Property Location: Address: 1598 Duane Street
 Lot 1 including Block 134 EXG E 40' of N 40' & N 5' for st SHIVELY'S
 Map 80908DB02900 Tax Lot 2900 Zone C-3 g/k

For office use only:

Adjacent Property Address:	<u>1535 Commercial; 1508 Exchange; 1618 Exchange</u>		
Classification:	<u>Hist</u>	Inventory Area:	<u>DNRID</u>

Applicant Name: Paul C. van der Veldt

Mailing Address: 1598 Duane Street, Astoria, OR 97103

Phone: 503.325.5978 Business Phone: 503.325.5978 Email: paul@shallon.com

Property Owner's Name: Paul C. van der Veldt

Mailing Address: 1598 Duane Street, Astoria, OR 97103

Business Name (if applicable): SHALLON WINERY

Signature of Applicant: *Paul C. van der Veldt*

Signature of Property Owner: *Paul C. van der Veldt*

to paint a mural on the west elevation of the existing commercial
 Proposed Construction/Use Artist info Mural on West wall bldg at -
 ("One exterior wall painting to be painted by local resident artist,
 of U.S. Navy dirigible Akron Michael de Waide
 re, white, blue, gray.") PO Box General Delivery, Ast.

For office use only:

Application Complete:	<u>9/11/13</u>	Permit Info Into D-Base:	<u>9/16/13</u>
Labels Prepared:	<u>9/16/13</u>	Tentative HLC/APC Meeting Date:	<u>10/15/13</u>
120 Days:			

Miscellaneous Review of Wall Graphics - Historic Landmarks Commission:

Briefly address each of the Wall Graphics criteria and state why this request should be approved.
(Use additional sheets if necessary.)

Section 1.400. WALL GRAPHICS: Any mosaic, mural or painting or graphic art technique or combination or grouping of mosaics, murals, or paintings or graphic art techniques applied, implanted or placed directly onto a wall or fence which does not identify a business or product, or carry a commercial or non-commercial message, excluding historical signs.

Name and type of business at location where wall graphic is to be installed:

Shallon Winery - west wall of building between Duane & Co-commercial Streets

Section 8.080(E). Wall Graphics.

3. A wall graphic proposed to be located on a historic structure or site, adjacent to or across the right-of-way from a historic structure or site, within a National Register Historic District, or adjacent to or across the right-of-way from a National Register Historic District shall be evaluated by the Historic Landmarks Commission on a case by case basis in order to determine appropriateness to the area. The Historic Landmarks Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100, based on their evaluation of:
- a. The appropriateness of the work in terms of color, scale, location and design; and
Red, white, blue, gray, 15' x 2 1/2' on the upper light blue portion
of the wall.
 - b. The impact on surrounding historic structures or sites; and
Negligible. Compliments Heritage Museum as historic airship flight by Astoria.
 - c. The impact on surrounding buildings, views and vistas.
Compatible with river and sky.

PLANS: A site plan indicating location of the proposed wall graphic on the property is required. Diagrams showing the proposed wall graphic indicating color and type of materials to be used. Scaled free-hand drawings are acceptable.

Application due by 9/13/13 to be heard on 10/15/13 Historic Landmarks Commission.
City Hall • 1095 Duane Street • Astoria, OR 97103 • Phone 503-338-5183 • Fax 503-338-6538
rjohnson@astoria.or.us • www.astoria.or.us

More About

AKRON GOES

Continued From Page One

AKRON GOES ABOVE CITY; MANY WATCH

GOOD VIEW GIVEN Balloon Arrives From Portland, Heads Along Coast

Looming up a small, grayish brown blob in the mist, visible from the local waterfront at 8:37 a. m. today the world's biggest dirigible, the U. S. navy flier Akron, slid slowly down the Columbia river line in morning, sailed majestically by the city, on a course that appeared to be a trifle landward from the river channel, and then turned northwest.

For almost a half hour from the time the ship was sighted until she actually grew smaller and disappeared over the Ilwaco peninsula, Astoria, individually and collectively gaped at the big gas bag.

Ship Seen Plainly.
Despite the variable turns of the weather the city had a good view of the ship. The sky over the city was free from clouds to well above 1500 to 2000 foot height at which the ship was sailing. The breeze lifted the roar of her motors and was only for a brief time that the humming could be heard.

As far as could be observed two of her propellers on each side were in use as she passed over the city, the other pair on each side being idle.

Spectators Numerous.
The big "U. S. Navy" printed on the sides was plainly visible as were the major details of her rudders, the cabin, and the row of ports along her sides.

Every point of vantage was crowded with spectators. Many went to the waterfront while hundreds were perched at points of vantage about the hills. The Astoria column platform was crowded to capacity with people more, unable to get on the column, gathered around the base.

(Continued on Page Six)

School children clustered in the north side windows or gathered outside the buildings, and telephone operators handled a heavy traffic as relatives and friends called to each other from various parts of the city to apprise them of the advent of the big ship.

Sirens Sounded.

The Akron, delayed on the trip up the coast by headwinds, arrived over Portland at 6:30 a. m. After circling the city twice the Akron headed northwest at 6:50 a. m. At 7:50 a. m. word came that the Akron was circling over Longview and Kelso. At 8:10 a. m. word was received that she had been sighted at Clatskanie, and at 8:20 a. m. a call to the Astorian-Budget said that the ship had passed over Wauna.

The fire department signal functioned perfectly. The sirens sounded just as the ship had become plainly visible from the column and about three minutes before it became visible in the lower part of the city, looming over the ridge just back of Tongue Point.

Is Newest Dirigible.

The Akron is 785 feet long, or about two and half of our ordinary city blocks, and carries 6,500,000 cu. ft. helium gas, and is the newest and most modern dirigible in the world today. She has a maximum diameter of 132.9 feet. She weighs 221,000 pounds empty, but including all equipment; and can lift an additional 182,000 pounds.

She was built by the Goodyear Zeppelin corporation at Akron, Ohio, and cost \$5,375,000. Much of this cost was taken up in experiment and research for the same company, is now building a larger ship of the same type for \$2,450,000. Physically the ship is featured by her trim lines. Broken only by the tiny control cabin, forward, her propellers on their extended and movable axles, and rather large stabilizing fins. Her engine rooms are internal, a new development in Zeppelin construction. Her propellers are hung so that they can be turned to give a thrust in four directions. She has an internal hangar capable of housing four airplanes and has provision for many machine gun emplacements so that no attacking plane pilot could find a "blind spot" where he could approach the Akron out of range of return fire.

She carries a crew of 12 officers and 71 men, and her eight engines will develop 4480 horsepower at sea level giving the ship a top speed of 84 miles an hour, with a cruising range of 4800 miles.

AKRON WILL START BACK

Dirigible Passes Over Columbia Entrance

The navy dirigible Akron passed the mouth of the Columbia river at 8:30 o'clock last night, just as dusk was settling over the ocean. The big balloon was speeding southward on the return trip to Sunnyvale, Cal., from her 48 hour tour of the northwest. The Akron was reported passing over the river entrance by coast guard lookouts from Point Adams. The Akron also was visible from the Smith point region in Astoria, as she slid southward, following the coast closely. The balloon was reported as reaching Sunnyvale at 6:14 a. m. today.

SAN FRANCISCO, May 25. (UP)

—The navy's giant dirigible, Akron, will leave her base at Sunnyvale Monday, May 30, to begin her return voyage to the Atlantic coast, naval headquarters learned today.

Returning from her cruise over the Pacific Northwest early today, the Akron was moored at Sunnyvale and probably will remain there until her departure, although no definite plans had been made for the last five days of her visit on the Pacific coast.

She will retrace her route on the return trip, following the same course mapped for the flight to Sunnyvale, unless naval authorities change their plans. When the Akron came to the far west, she sailed the Atlantic coast, then across southern Texas, New Mexico, Arizona and southern California to San Diego, where she turned north to follow the coastline to Sunnyvale.

PRICE FIVE CENTS

**

OREGON, TUESDAY, MAY 24, 1932

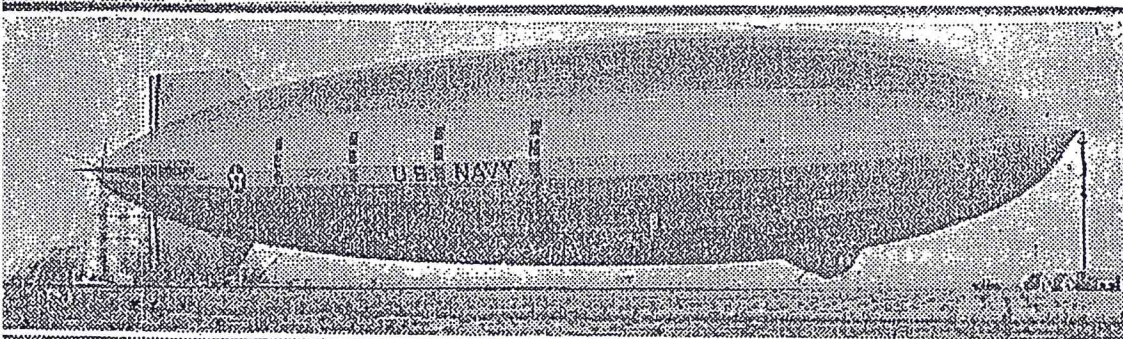
SEE HUGE DIRIGIBLE

ASTORIA,

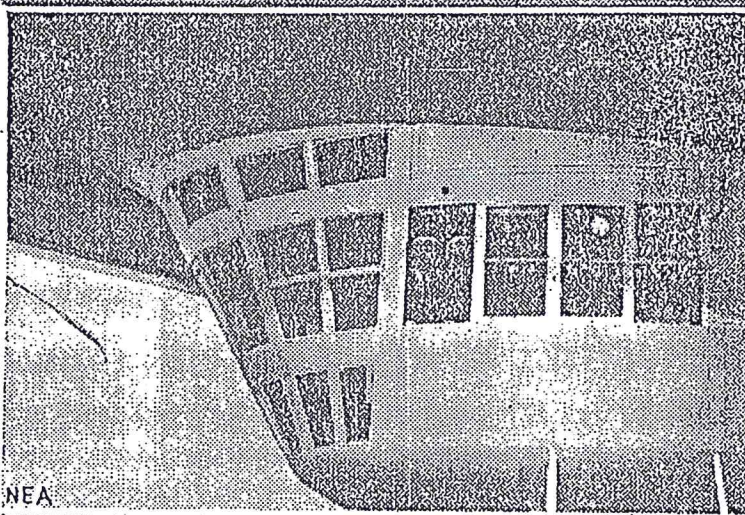
ORTIETH YEAR EVENING BUDGET
IFTY-NINTH YEAR MORNING ASTORIAN

ASTORIANS

DUE OVER ASTORIA TOMORROW



Here is the dirigible Akron, which started on its trip up the Pacific coast today, passing far out to sea until it reaches Puget Sound. The Akron will pass over Astoria tomorrow on its way back to Sunnyvale (shown in the upper picture). The Akron's gondola is shown below, with Admiral W. C. Cole and Lt. Com. Rosendahl looking out the window from which they will peer down upon Astoria, weather permitting.



NEA

Akron May Fly Up Pacific Coast To Grays Harbor Soon

SAN DIEGO, May 16. (UP)—Following a conference in San Pedro between Lieutenant Commander C. E. Rosendahl, commander of the navy dirigible Akron, and Admiral Frank H. Schofield, commander-in-chief of the United States fleet, radio dispatches received here disclosed today the tentative schedule of the Akron during its visit to the Pacific coast.

The Akron probably will make a non-stop flight to the Pacific northwest and after returning to Sunnyvale will leave on her return trip to Lakehurst, N. J., about May 30, according to information received by the 11th naval district headquarters here.

The tentative schedule as disclosed in radio dispatches to the commandants of the 11th and 12th naval district follows in part: "A possible flight to Puget sound areas following the coast to Grays harbor, then to Olympia, Tacoma, Seattle, Bellingham, Bremerton, Port Angeles, with a side trip to Portland and return to Sunnyvale."

AKRON GOING NORTH MILES OUT TO SEA

RETURNS OVERLAND
Giant Balloon, Will C Over Astoria Tomorrow

United Press dispatches from Marshfield this afternoon said that the dirigible Akron was about 20 miles north of Crescent City, Cal., at 1:45 p. m., following the shoreline closely. This would bring the Akron near Astoria some time around 5 or 7 o'clock tonight. The local naval radio station was attempting to communicate with the Akron at 3 o'clock this afternoon, but had not yet succeeded, due to interference from ships.

SUNNYVALE, Cal., May 23. (U.

—The navy's giant dirigible Akron swung away from her mooring mat at 8:48 A. M. today and started on long cruise toward the Pacific Northwest.

SUNNYVALE, Cal., May 23. (U.

—Radically changing the contemplated course to be followed on cruise over the Pacific Northwest, Lieut. Commander C. E. Rosendahl today announced that the Akron giant navy dirigible, would swing out to sea and stay about 50 miles offshore until it approaches the latitude of Bellingham, Wash.

Invisible From Land

Previously, the Akron had been expected to follow along the coastline to the Columbia river, then swing inland to glide over Portland before turning northward again.

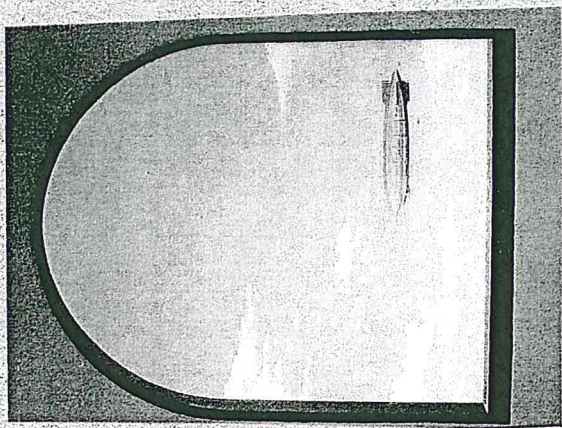
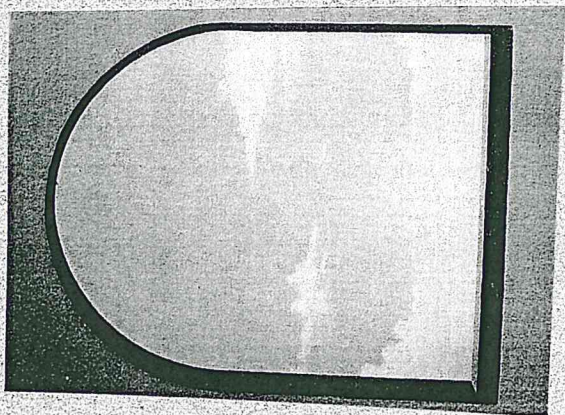
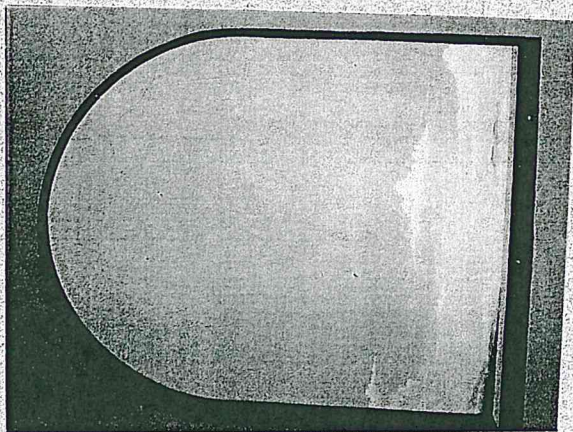
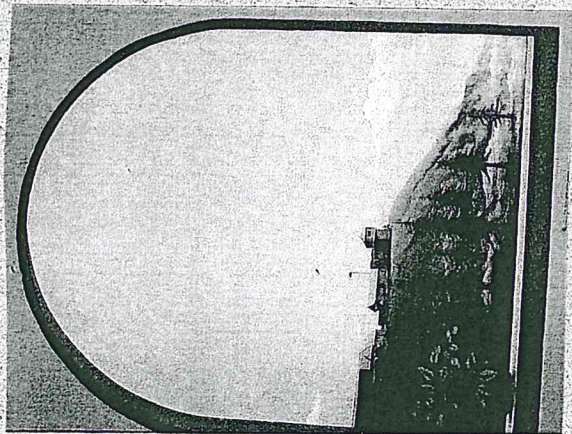
According to the contemplated course, as announced shortly before the Akron's motors were warmed for the flight, the dirigible will be out of sight of land all the way to the Puget Sound count. About midnight, she will message either the San Francisco or Seattle Navy headquarters her position and proposed details of the return route.

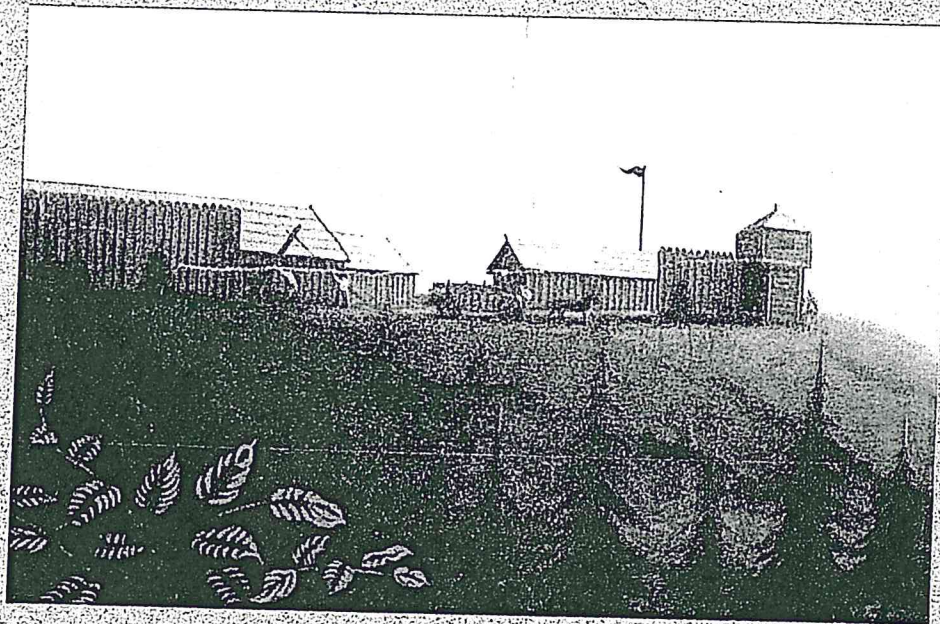
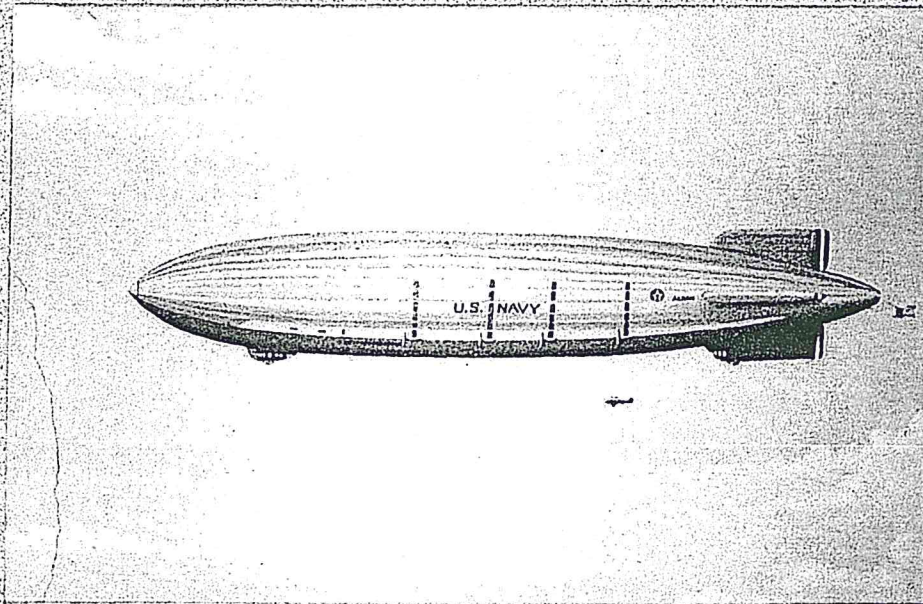
Will Go Over Astoria

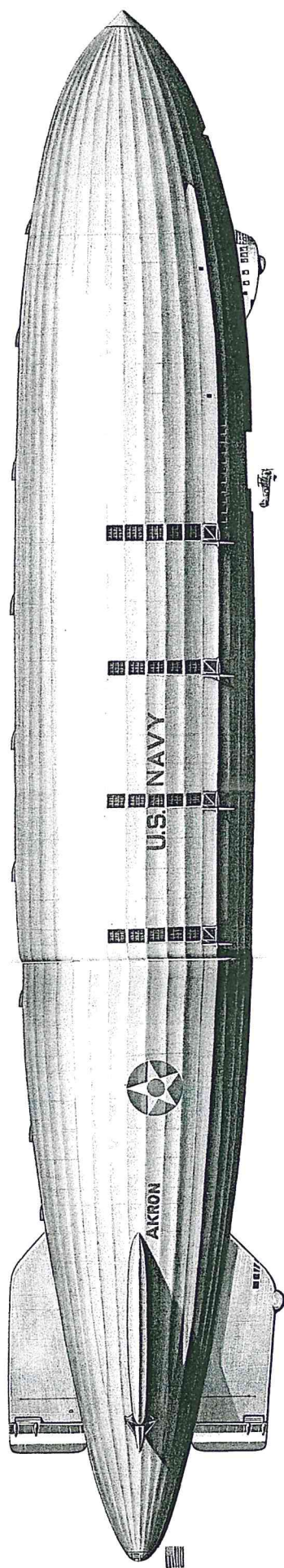
Lieut. Commander Rosendahl said that after swinging inland to Bellingham early tomorrow, he would point the Akron south and fly over Everett, Seattle, Tacoma, Olympia, Grays Harbor, Astoria and Portland. The remainder of the route would be mapped later, he said.

The Akron will cruise at a speed of 60 to 78 miles an hour.

INTERIOR MURAL SHALLON WINERY

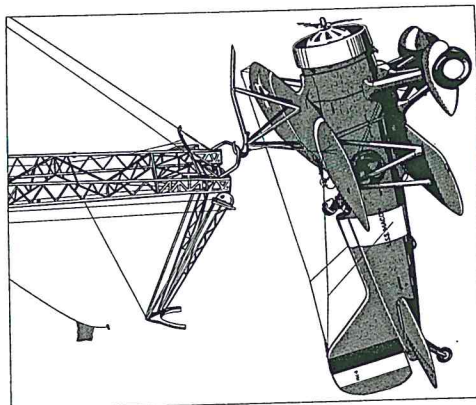




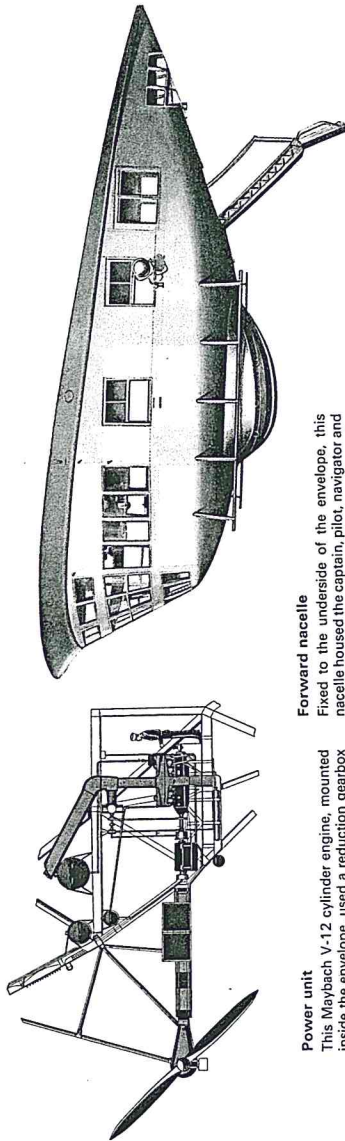


Aircraft suspension equipment

The Curtiss F-9C2 was a two-seater biplane fighter 19 feet long, with a wing span of 29 feet. Powered by an air-cooled 400 h.p. engine, its maximum speed was about 180 m.p.h. Here it is shown suspended by its cross-shaped hook from the retractable trapeze consisting of two folding lattice girders. A small weighted flag was used as a signal for the different manoeuvres.



1. The F-9C2
2. The aircraft's overhead hook
3. Platform supporting the trapeze equipment
4. Closed trap
5. Winch
6. Stress beams
7. Monitor
8. Trapeze in retracted position
9. Tracing trapeze
10. Trapeze axle
11. Trapeze in lowered position
12. Counterbalance weight
13. Counterbalance weight
14. Observation nacelle (cloud car)
15. Observation nacelle (cloud car)
16. Fork centering device
17. Extinguisher



Forward nacelle

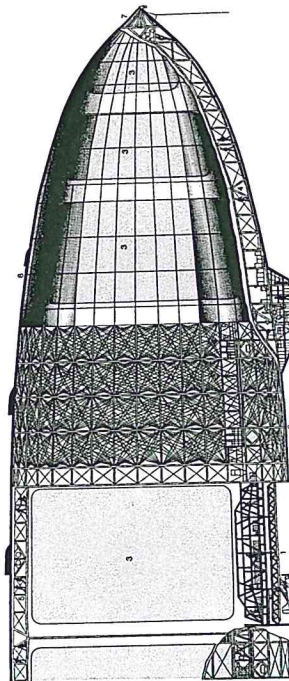
Fixed to the underside of the envelope, this nacelle housed the captain, pilot, navigator and wireless operator who could communicate by telephone with the engine nacelles and the small emergency nacelle. Large windows were fitted over the whole length, and included in the pointed tail. A retractable flight of steps with a hand-rail provided access to the ground below one of the windows. The illustration also shows the hand-rails for use by the ground crew and the pneumatic shock-absorber.

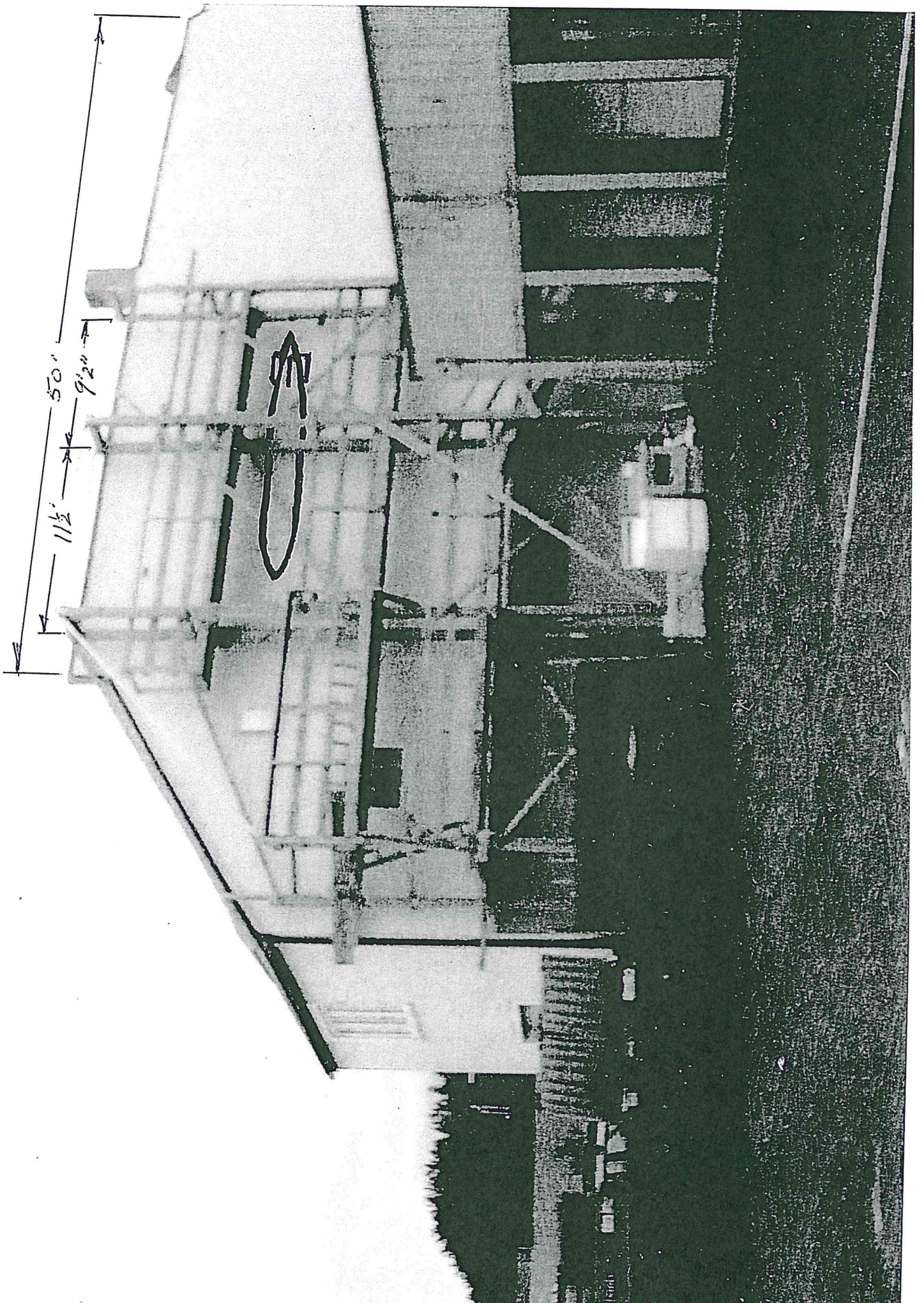
Power unit

This Maybach V-12 cylinder engine, mounted inside the envelope, used a reduction gearbox and bevel gears to drive a twin-bladed wooden airscrew which was attached by struts to the side of the envelope and which could be turned upwards, downwards, towards the nose or the tail. Fuel, oil and water tanks were mounted on cross-beams inside the envelope. The large elbowed pipe conducted the exhaust gas into the external water vapour condensers. The figure of a crew member gives an idea of the size of the installation.

Technical forward cross-section of 'Akron'

1. Hangar and crew's quarters
2. Command nacelle
3. Observation platform
4. Lower cat-walk
5. Upper cat-walk
6. Gun post
7. Observation platform
8. Gas-bag and cross-stays
9. Gas-bag and cross-stays
10. Winch platform
11. Main rib





STAFF REPORT AND FINDINGS OF FACT

October 2, 2013

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, PLANNER

SUBJECT: REQUEST FOR EXTERIOR ALTERATION (EX13-06) BY KARL JOHNSON AT 674 17TH STREET

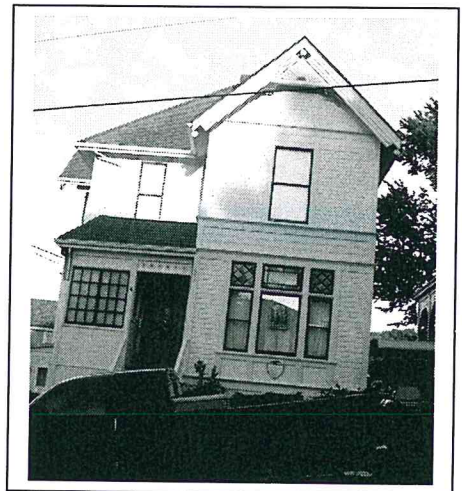
I. BACKGROUND SUMMARY

- A. Applicant: Karl F. Johnson
674 17th Street
Astoria OR 97103
- B. Owner: Karl F. Johnson
674 17th Street
Astoria OR 97103
- C. Location: 674 17th Street; Map T8N-R9W Section 8DC, Tax Lot 2600;
south 50' of north 100' Lots 7 & 8, Block 14, Shively
- D. Proposal: To add a second story deck with steel spiral staircase and steel balustrade on the rear elevation of an existing single-family dwelling
- E. Zone: R-3 (High Density Residential)

II. BACKGROUND

A. Subject Property

The structure was constructed in 1896 as a single-family dwelling. It is located on the east side of 17th Street between Franklin and Grand Avenues. The structure is designated as historic within the Shively-McClure National Register Historic District.



The structure is a Queen Anne style with hip roof with front and side gables. The building has numerous decorative features typical of the style including bargeboards with applied details, sunburst, decorative wood shingles, tripartite windows, colored wavy glass in transoms, rosettes with colored glass on the frieze, and chamfered posts with brackets. The back porch has a Queen Anne style door with colored glass lite and wood panels.

Historic alterations include an enclosed front porch with multiple lite wood windows. Non-historic alterations include front and back porch rails were replaced with compatible turned spindles and square rail. There was a shed roof addition to the daylight basement and a first floor wood deck added in the rear.

B. Adjacent Neighborhood

The site is bounded on the north, south, and west by single-family dwellings; there are City-owned wooded parcels to the east (rear) of the property. The neighborhood is built on a hill rising to the south and falling off to the northeast.

C. Proposed Alteration

The applicant proposes to add a second story deck approximately 32' x 14' (704 square feet) plus staircase and 2.5' x 7' landing on the rear elevation. The deck would be accessed from a spiral steel staircase and would have a 43" high steel balustrade. The steel balustrade is proposed to have steel balusters with 7.25" spacing. The handrail for the staircase is a chain through looped supports (one support per stair).

The applicant began construction without permits and was advised by the Building Official on June 26, 2013 to stop work until he obtained necessary permits. On July 5, 2013, the applicant submitted photos and plans for the proposed deck. Work continued on the deck and on July 12, 2013 staff advised him by phone and in a letter that he needed to submit an application for historic review of the proposed deck. The City continued to receive complaints that work was continuing and so a subsequent letter was sent on September 4, 2013 advising that all work should cease until permits are issued. An Exterior Alteration Request was submitted on September 13, 2013. While construction has begun on this alteration, the HLC should review the application as if no work had been completed as no permits have been issued for the work.

In addition to the request by the applicant, staff found other work at the site related to the proposed second story deck that should be included in the application. There is a solid wall/fence on the north and south sides of the deck that create an enclosed area for the first floor deck. This enclosure will also be reviewed with this application.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on September 19, 2013. A notice of public hearing was published in the Daily Astorian on October 8, 2013. Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 6.050(B) requires that unless otherwise exempted, no person, corporation, or other entity shall change, add to, or modify a structure or site in such a way as to affect its exterior appearance, if such structure is listed or identified as a Historic Landmark or as Primary or Secondary without first obtaining a Certificate of Appropriateness.

Finding: The structure is listed as a Primary historic structure in the Shively-McClure National Register Historic District and requires review by the HLC.

- B. Section 6.050(C) states that the Historic Preservation Officer shall approve an exterior alteration request if:
1. There is no change in historic character, appearance or material composition from the existing structure or feature; or
 2. If the proposed alteration duplicates the affected building features as determined from a photograph taken during either the Primary or Secondary development periods, or other evidence of original building features; or
 3. If the proposed alteration is required for the public safety due to an unsafe or dangerous condition.
 4. If the proposed alteration relates to signage in scale to the architectural style of the building.

Finding: The request is to add a second story deck on the rear elevation of an existing residential building. In addition, there is a solid wall/fence on the north and south sides of the deck that create an enclosed area for the first floor deck. The proposed alterations are significant and requires review by the Historic Landmarks Commission.

- C. Section 6.050(D) requires that the following standards shall be used to review exterior alteration requests. The standards summarized below involve the balancing of competing and conflicting interests. The standards are not intended to be an exclusive list, but are to be used as a guide in the Historic Landmark Commission's deliberations.
1. Section 6.050(D)(1) states that every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.

Finding: The structure was constructed as a single-family dwelling in 1896 and will continues as a single-family dwelling.

2. Section 6.050(D)(2) states that the distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

Finding: The applicant does not propose to remove existing architectural features.

3. Section 6.050(D)(3) states that all buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

Finding: No alterations are proposed to create an earlier appearance.

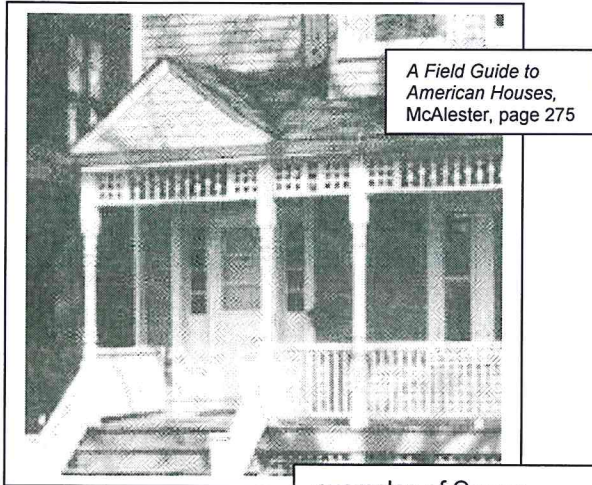
4. Section 6.050(D)(4) states that changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

Finding: The first floor rear deck was added approximately in 1979 and is not historic. The proposed alterations do not affect changes that may have acquired historic significance.

5. Section 6.050(D)(5) states that distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.

Finding: The structure is a Queen Anne style and has ornate wood decorations on all elevations of the structure. Both first and second story covered porches are common features on this style and uncovered second story porches can be found on some examples. A second story deck would provide a roof/cover to the first floor deck creating more of a porch appearance for the first floor deck. A second story deck/porch would be compatible with the character of the building.

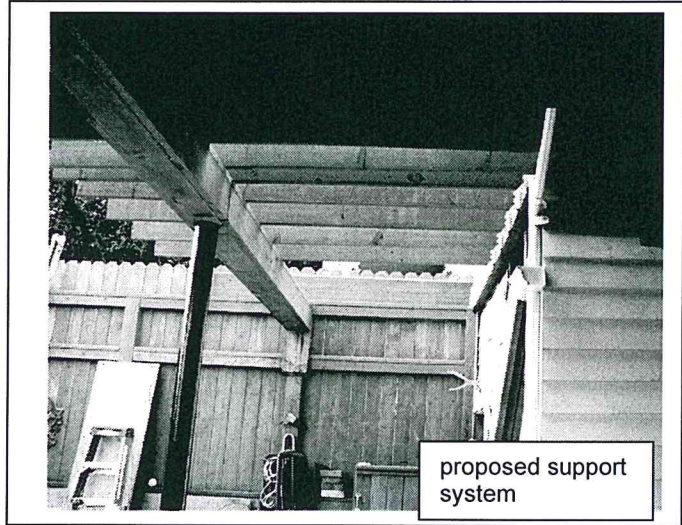
Porch support posts are generally delicate spindle work design in either single, double, or triple groupings of posts. The applicant proposes a second story deck and staircase supported by an existing satellite dish pole. The applicant indicates that the satellite dish was installed in 1998 but that the pole is 3 to 4 years old. No permits were obtained for this installation. There are existing support posts below the level of the first floor deck but there does not appear to be any other support posts for the second story deck. It appears to be connected to the side walls/fence and supported by a cantilever style support. Visible support posts should be wrapped, trimmed, or chamfered to create detailing on the posts.



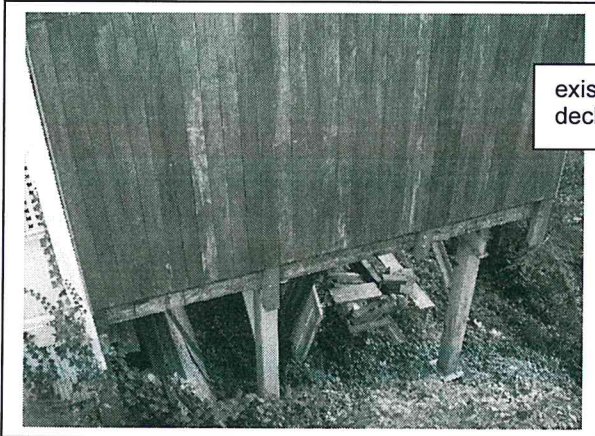
A Field Guide to
American Houses,
McAlester, page 275



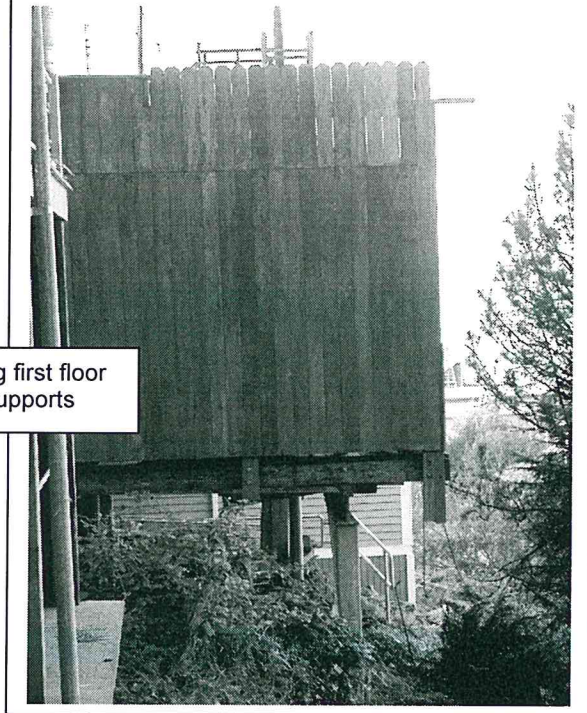
examples of Queen
Anne support posts



proposed support
system

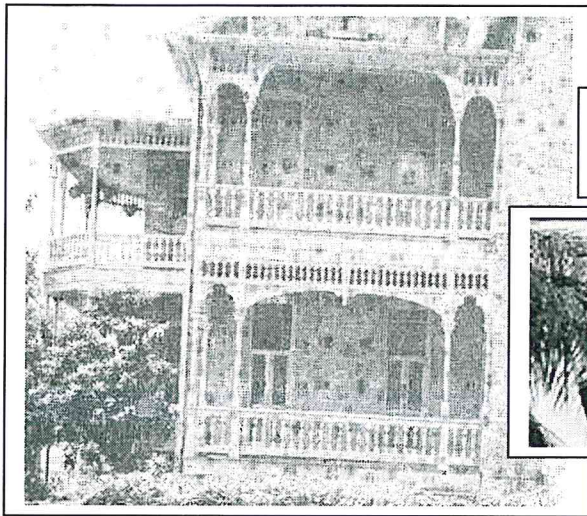


existing first floor
deck supports

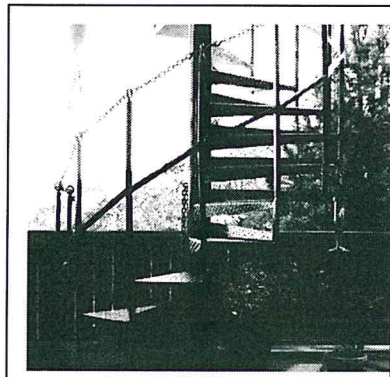


Porches would typically have balustrades with decorative spindle work. Spindle work is used extensively on Queen Anne structures including in the frieze area and is commonly referred to as "gingerbread" ornamentation. The balustrade is proposed to be of steel with 7.25" spacing between spindles. Spindle work is a character defining feature of the Queen Anne style. The balustrade should be wood or a wood-like composite material. The International Building Code requires that decks that are greater than 30" from the ground must have a minimum 36" high guardrail with "maximum openings such that a 4" sphere cannot pass through". The deck would be over 10' above the first floor deck which is approximately 8' or more above grade. Therefore, the deck should have spindles with less than a 4" spacing per building code requirement. The

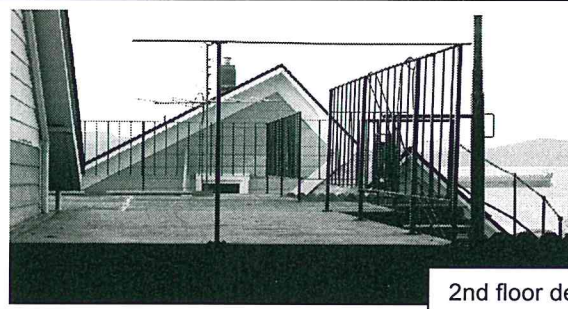
spindles could be square, however, a more ornate design would be more appropriate for this structure. The proposed steel balustrade would not be sensitive to the character of the building in material and design, and would not meet building code requirements.



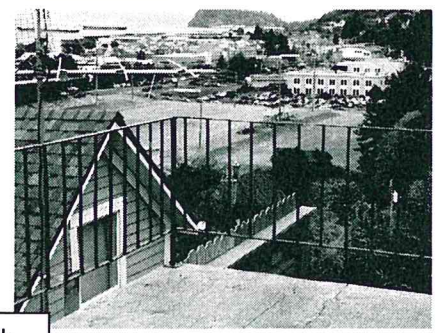
typical balustrades
on Queen Anne
style porches



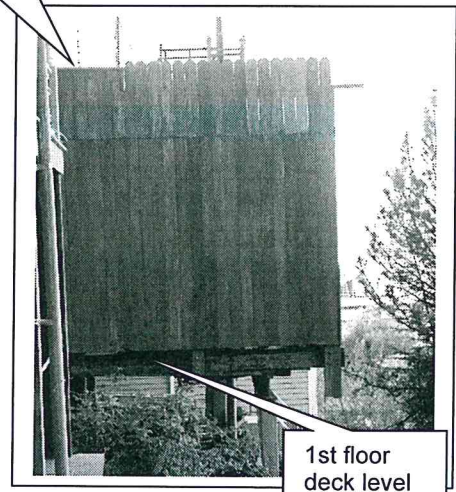
proposed metal balustrade and stair handrail



2nd floor deck



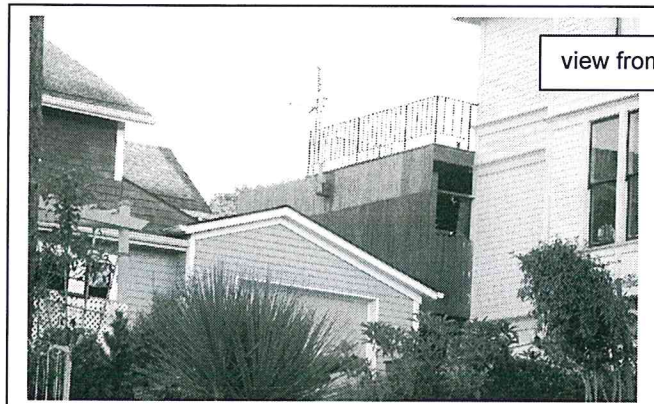
The side walls/fence are newer and were not reviewed by the HLC. Development Code Section 3.035 states that "*Fences or hedges located back of the required front or flanking street side yard shall not exceed a height of six (6) feet.*" The walls/fence exceed the 6' maximum. They are also attached to the existing first floor deck and the proposed second floor deck is built atop the wall/fence. This creates the appearance of an enclosed first floor. A fence should be a maximum of 6' above grade which would be lower than the first floor deck.



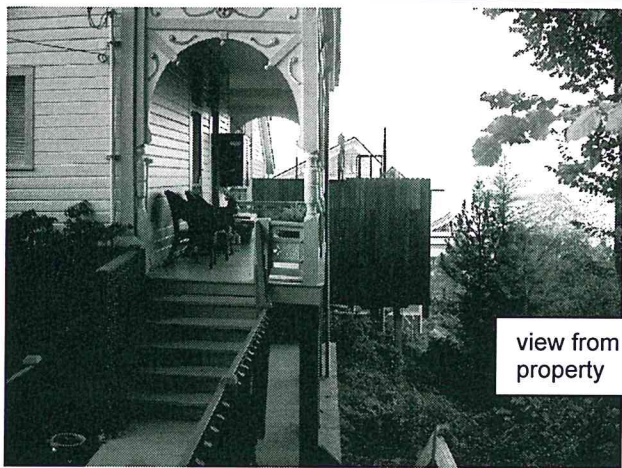
1st floor
deck level

With its raised construction at the height of the decks and the fact that it is attached to the decks and creates an enclosure, the wall becomes an integral part of the deck structure and is required to be reviewed by the HLC.

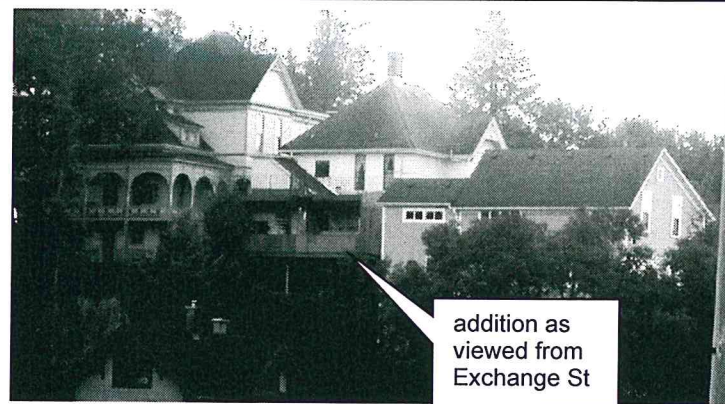
The addition is highly visible from 17th Street and from the adjacent properties. The hillscape with this rear addition is also visible from Exchange Street traveling west. The first floor deck, while visible, did not add to the mass of the building. The addition of the enclosed walls and the second story deck create a large mass on the rear of the building that is out of scale and out of character with the Queen Anne style and size of this structure.



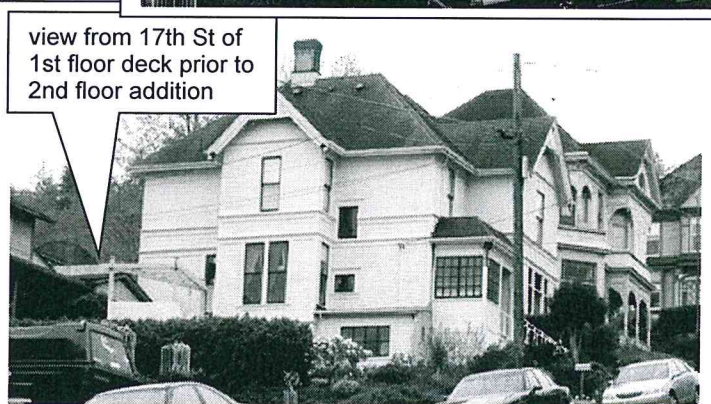
view from 17th Street



view from neighbor's property



addition as viewed from Exchange St



view from 17th St of 1st floor deck prior to 2nd floor addition

Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site will not be treated with sensitivity.

6. Section 6.050(D)(6) states that deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

Finding: The proposal is not for repair or replacement of historic architectural features.

7. Section 6.050(D)(7) states that the surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

Finding: No surface cleaning is proposed, but any cleaning shall be done with the gentlest means possible.

8. Section 6.050(D)(8) states that every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.

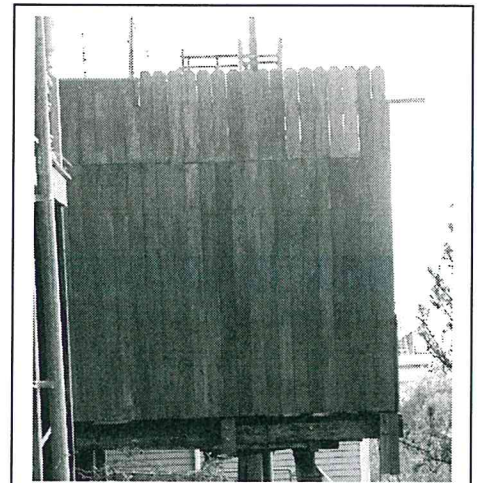
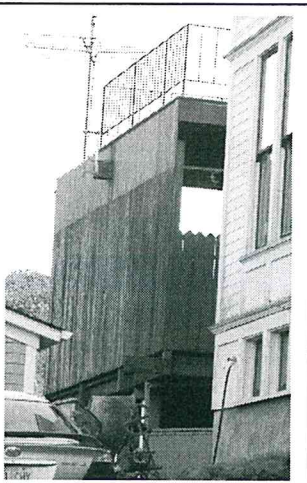
Finding: Archaeological resources, if any, will not be affected.

9. Section 6.050(D)(9) states that contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and addition do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

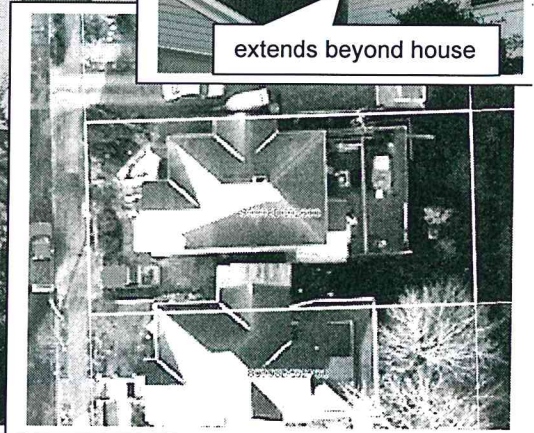
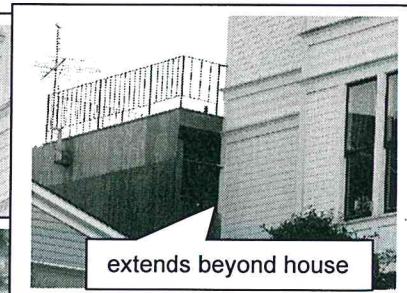
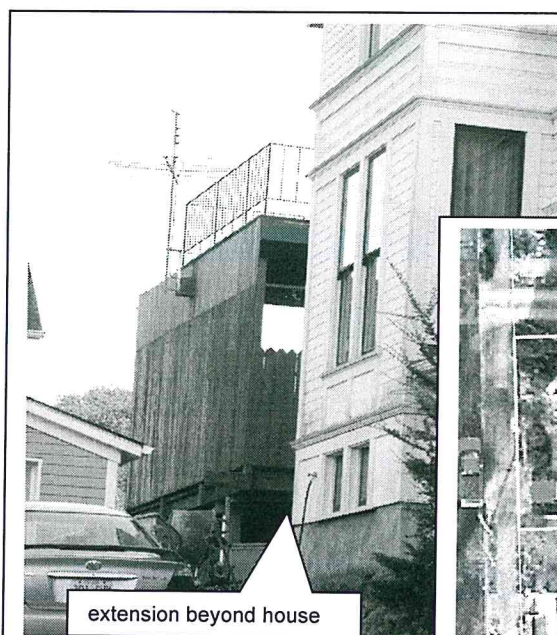
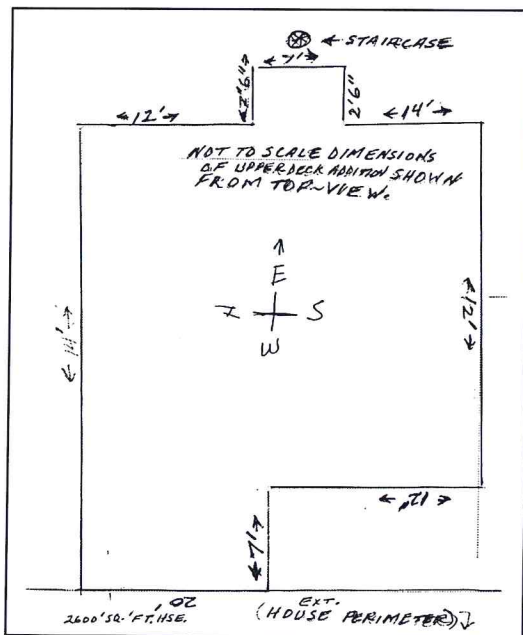
Finding: Contemporary design alterations are not discouraged; however, they must be compatible in size, scale, color, material, and character. The proposed use of a steel balustrade and spiral staircase is not compatible with the material and character of the structure. The neighborhood is developed with other Queen Anne style homes and with numerous other historic structures. Most are ornate in their design. The industrial look of the steel balustrade and staircase is a sharp contrast to the ornate wood details of the structure. While the deck is on the rear elevation, the house is visible from Exchange Street and highly visible from 17th Street. The streetscape and hillside views of the neighborhood are important features in the National Register District.

The walls are attached to the decks and enclose the first floor deck creating the appearance of a full addition to the house and not an open

porch or deck. The height of these walls and blank facades are out of character with the ornate detailing of a Queen Anne structure. The walls are approximately 11' tall and the full 22' depth of the first floor porch. There are few areas on the house that have blank walls. Most wall on the house have detailed trim work, windows, or have different siding material to create the ornate appearance typical of a Queen Anne home. The applicant has not indicated any proposed trim work on the walls.



The plans submitted by the applicant indicate that the deck is the same width as the house. However, when viewing the structure on site, it appears that the deck is wider than the house on the north side and extends closer to the property line possibly into the required 5' setback area.



The size of the deck is approximately 14' x 32' and sits above a 22' x 32' first floor deck. These decks are large and out of scale with the size of the house which is approximately 45' deep x 32' wide. The 22' deep

deck is almost 50% the size of the house. The proposed 14' deep second story deck is approximately 30% the depth of the house. Porches are generally 6' to 10' deep allowing ample room for outdoor seating. A deck the full width of the house is common for a Queen Anne style, so a full width deck is compatible. However, it should be in line with the rear walls of the house and not extend beyond the width of the rear wall.

The existing first floor deck is stained or natural wood. Porches would generally be painted to match the house. The natural wood is not in character with the structure. The applicant has not indicated that any portion of the decks and walls would be painted.

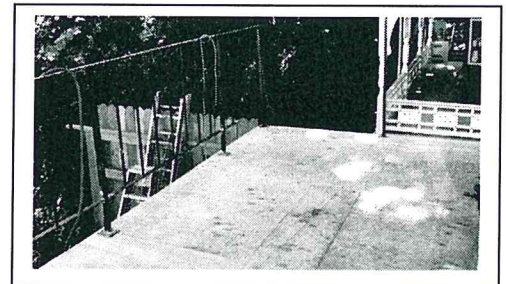
Other structures in this neighborhood have rear porches. It is reasonable to want an outdoor space with view of the river; however, the proposed two story deck is not compatible with other porches in the area.

view from deck of
adjacent porch to
south



The ceiling below the decking is proposed to be coated with a Dry-B-Lo system. The company has two systems of coatings. One is a "Hidden Channel System" that can be wood, vinyl, or bead board and is installed between each joist allowing the finish ceiling material to be attached directly to the bottom of the joists. The other is a "Smooth Panel System" of metal panels that interlock to create a ceiling system that drains to gutters. As an under deck ceiling panel, either system would be acceptable except for the vinyl application. Wood, bead board, or metal would be compatible as a ceiling material.

The decking on the second story deck appears to be plywood. The applicant has not indicated the finish material on the deck. Exposed plywood is not a compatible material for the decking and there should be some other surfacing or finish.



While the idea of second story deck, and the use of Dry-B-Lo ceiling coating would be compatible, overall, the proposed construction is not compatible with the size, scale, color, material, and character of the property and neighborhood.

10. Section 6.050(D)(10) states that wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Finding: The deck features could be removed in the future and the essential form and integrity of the structure would be preserved.

V. CONCLUSION AND RECOMMENDATION

The request does not meet the applicable review criteria. Staff recommends denial of the request based on the Findings of Fact above. Staff also recommends that the applicant could submit a new application for a deck addition and walls that would address many of the issues noted above with a different design, size, and materials.

The applicant should be aware of the following requirements:

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

**OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP**

HIST. NAME: Henry H. Ingalls Residence
COMMON NAME: Joseph & Annie Sinnott Res.
ADDRESS: 674 17th Street

DATE OF CONSTRUCTION: 1896
ORIGINAL USE: Residence
PRESENT USE: Residence

CITY: Astoria OR 97103

ARCHITECT: n/a
BUILDER: n/a

OWNER: Karl F. Johnson
674 17th Street
Astoria OR 97103

THEME: Culture
STYLE: Queen Anne

T/R/S: T8N/R9W/S

MAP NO.: 80908DC

TAX LOT: 2600

ADDITION: Shively's Astoria

xBLDG STRUC DIST SITE OBJ

BLOCK: 14 **LOT:** south 50' of north 100' Lots 7 & 8

QUAD: Astoria

CLASSIFICATION: Primary

PLAN TYPE/SHAPE: Irregular

NO. OF STORIES: 2

FOUNDATION MATERIAL: Concrete, post & pier

BASEMENT: Yes

ROOF FORM & MATERIALS: Hip w/ front and side facing gable, asphalt

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood frm

PRIMARY WINDOW TYPE: 1/1 DH wood sash w/ lamb's tongue; plain casings

EXTERIOR SURFACING MATERIALS: Wood, v-groove drop siding, lower; wood, beaded drop siding, band; wood, decorative shingles, upper; wood, vertical T & G, skirting

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Bargeboards w/ raised and applied details including buttons; sunbursts, gable ends; decorative wood shingles, upper façade; beaded wood drop siding, band; corner boards, lower; tripartite windows, first floor, front: colored wavy glass in transom, tracery in side transoms, Queen Anne muntin pattern in center, vertical and diagonal wood T & G between stickwork below window; front porch: rosettes w/ colored glass in center on frieze, half of porch enclosed w/ multiple-light wood sash windows, chamfered post w/ brackets

OTHER: Back, SE, porch has Queen Anne-style door w/ colored glass in light above two wood panels

HISTORICAL INTEGRITY: Slightly altered

EXTERIOR ALTERATIONS/ADDITIONS: Historic alterations: front porch enclosed w/ multiple-light wood sash window. Non-historic alterations: front and back porch rails replaced w/ compatible

turned spindles and square rail; shed roof addition to daylight basement, NW; wood deck attached, first floor, east

NOTEWORTHY LANDSCAPE FEATURES: Stone wall, west

ASSOCIATED STRUCTURES: None

KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block on 17th Street between Franklin & Grand Avenues; facing west; lot slopes steeply to south and is on edge of hill; small front yard; driveway, south

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: According to the Astoria Household Directory the earliest listed resident in this house was Henry H. Ingalls. Henry was a clerk at Foard & Stokes. In 1902, David Hood, a commercial traveler, and Catherine Weir lived in the house. Frederick and Annie Barker lived in the house between 1904-1910. Frederick was an operator of George and Barker Cannery and the manager of A. Booth & Co., salmon packers. In 1910, he became superintendent of the Tlingit Packing Co. in Alaska, then returned to Astoria in 1914, and was the manager and vice-president of the CRPA until his retirement in 1927. The house was occupied by the Joseph and Annie Sinnott family from 1913 through 1920. Joseph was employed at the time by the O.W.R. & N. Co. The Sinnott children included Gertrude, a teacher at Shively School, Walter, a bookkeeper for George W. Sanborn & Co., and Katherine, a teacher. The house was converted to apartments after the Great Fire of 1922 in downtown Astoria. It served this purpose through the historic period, 1950. For a complete listing of tenants, please see the *Polk's Astoria Directory* in the Astoria Public Library.

Although the house is altered, the visible alterations seem natural. Furthermore, a wood deck on the back elevation is not visible. This house remains a fine adaptation of the Queen Anne style. It is one of the best and most ornate examples of Late Queen Anne in Astoria. Of particular note is the use of colored glass on windows and front porch.

SOURCES: Sanborn-Perris Maps 1896, 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Astoria Household Directory 1898-1925; *Astorian Daily Budget* 5-3-15:6; *Astorian-Budget* 9-7-50:1

NEGATIVE NO.: Roll 3 no. 2

SLIDE NO.:

RECORDED BY: John Goodenberger

DATE: 2/11/00

SHPO INVENTORY NO.:



CITY OF ASTORIA
Founded 1811 • Incorporated 1856
COMMUNITY DEVELOPMENT

CITY OF ASTORIA

SEP 13 2013

BUILDING CODES

EX 13-06

FEE: \$100.00

cash
9/13/13

EXTERIOR ALTERATION

Property Address: 674 17TH ST. ASTORIA, OR. 97103

Lot 350' of N100' L 7-8 Block 14 Subdivision Shively

Map 8DC Tax Lot 80908-2600 Zone R-3

For office use only:

Classification: Primary Hist Inventory Area: Shively McClure NRHD

Applicant Name: KARL F. JOHNSON

Mailing Address: 674 17TH ST.

Phone: 325-4673 Business Phone: _____ Email: _____

Property Owner's Name: KARL F. JOHNSON

Mailing Address: SAME

Business Name (if applicable): _____

Signature of Applicant: Karl F. Johnson

Signature of Property Owner: Karl F. Johnson

Existing Construction and Proposed Alterations: PREVIOUS DECK: 32' X 22'
PROPOSED ALTERATION GREATLY IMPROVES THE
APPEARANCE OF STRUCTURE.
to add a 2nd story deck with steel spiral staircase &
steel balustrade on the rear of an existing 3FD.

For office use only:

Application Complete:		Permit Info Into D-Base:	<u>9/18/13</u>
Labels Prepared:	<u>9/18/13</u>	Tentative HLC Meeting Date:	<u>10/15/13</u>
120 Days:			

FILING INFORMATION: Historic Landmarks Commission meets at 5:15 pm on the third Tuesday of each month. Complete applications must be received by the 13th of the month to be on the next month's agenda. A pre-application meeting with the Planner is required prior to the acceptance of the application as complete. **Only complete applications will be scheduled on the agenda.** Your attendance at the Historic Landmarks Commission meeting is recommended.

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

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
I HAVE REHABILITATED THIS DWELLING AS BEST AS POSSIBLE TO MAINTAIN ORIGINAL OUTSIDE APPEARANCE W/O ANY ALTERATION.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
BEST WHEN POSSIBLE, I HAVE DONE THE I CAN & EXCEED THE EXPECTATIONS TO PRESERVE HISTORICAL INTEGRITY OF PREMISE.
3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
NO OTHER BUILDINGS INTERFERE OR ARE INVOLVED IN SAID QUESTION.
4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
I HAVE MADE EVERY EFFORT TO PRESERVE THE OUTWARD INTEGRITY OF THIS PREMISE.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
YES I HAVE!
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
I PURCHASE THE BEST QUALITY MATERIAL AVAILABLE TO PRESERVE THE HISTORIC APPEARANCE.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

N/A (I OWN A PRESSURE WASHER)
I TAKE METICULOUS ATTENTION TO MY HOUSE'S
OUTWARD APPEARANCE.

8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.

N/A

9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and addition do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

COMPATILITY W/ EXISTING STRUCTURE WOULD NOT BE
SIGNIFICANT TO ANY OUTWARD APPEARANCE OF
HISTORIC FACADE.

10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

YES WE CAN!

PLANS: A site plan indicating location of structure on the property and the location of the proposed alterations is required. Diagrams showing the proposed alterations indicating style and type of materials proposed to be used. Scaled free-hand drawings are acceptable. The City may be able to provide some historic technical assistance on your proposal.

Karl H. Johnson



← STAIRCASE

← 7' →

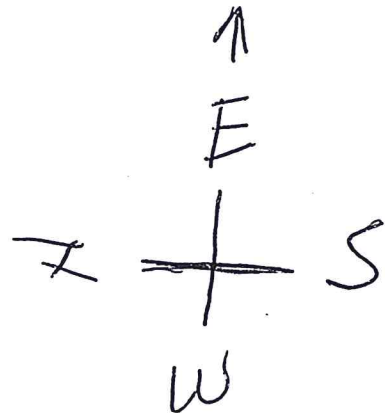
← 2'6" →

2'6"

← 14' →

← 12' →

NOT TO SCALE DIMENSIONS
OF UPPER DECK ADDITION SHOWN
FROM TOP VIEW.



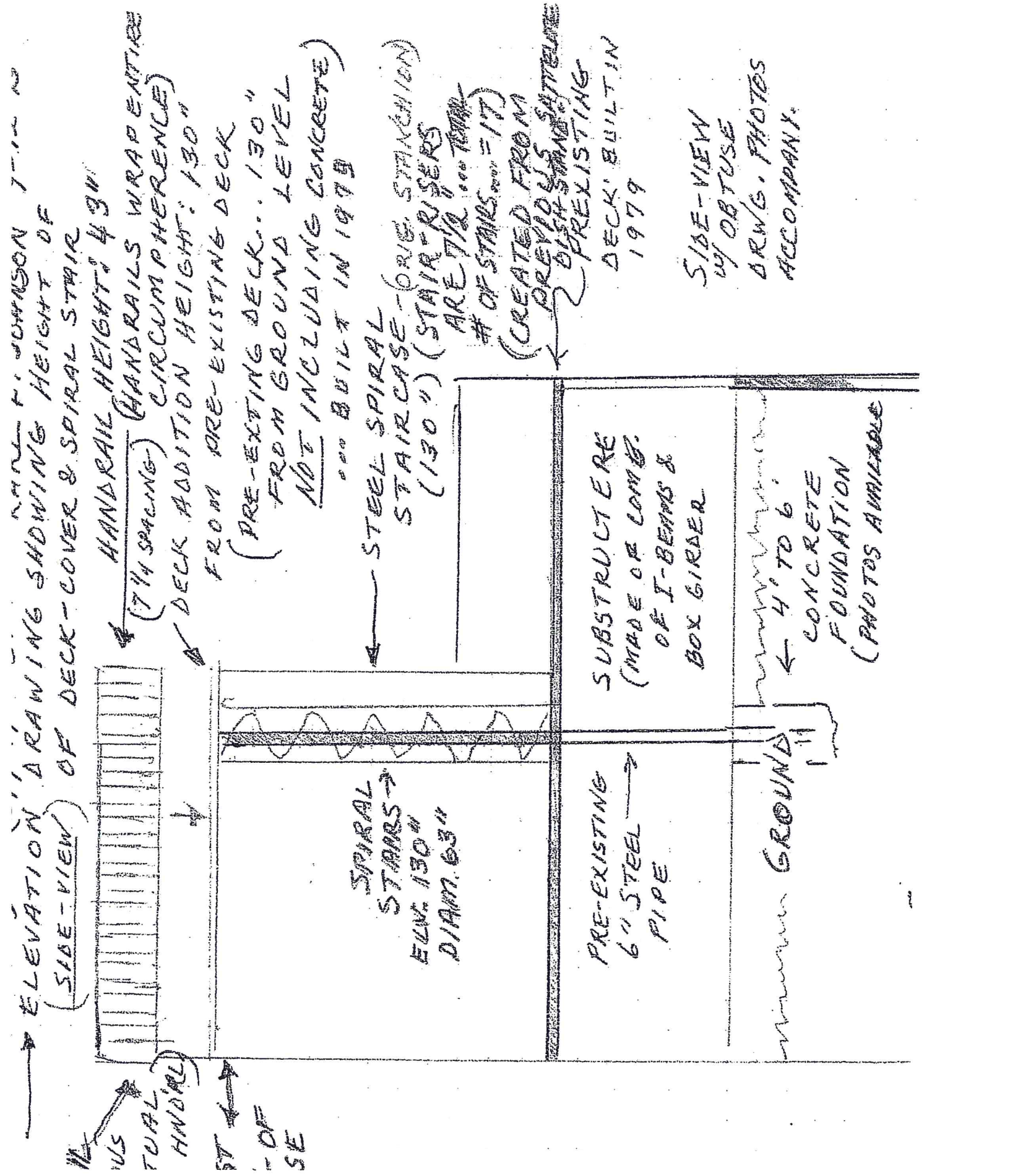
← 12' →

← 11' →

← 7' →

2600' SQ. FT. HSE.

EXT.
(HOUSE PERIMETER) 7.



ELEVATION DRAWING SHOWING HEIGHT OF (SIDE-VIEW) OF DECK-COVER & SPIRAL STAIR

HANDRAIL HEIGHT: 4'9"

(7 1/4 SPACING) HANDRAILS W/ RAMPENTIRE CIRCUMPHERENCE

DECK ADDITION HEIGHT: 130" FROM PRE-EXISTING DECK

(PRE-EXTING DECK... 130" FROM GROUND LEVEL NOT INCLUDING CONCRETE) BUILT IN 1979

STEEL SPIRAL STAIRCASE - (ORIG. STATION) (130") (STAIR-RISERS ARE 7 1/2" TOTAL # OF STAIRS... = 17)

(CREATED FROM PREVIOUS SATTELITE DISH STATION) PRE-EXISTING

DECK BUILT IN 1979

SIDE-VIEW w/ OBTOUSE DRWG. PHOTOS ACCOMPANY.

SUBSTRUCTURE (MADE OF COMB. OF I-BEAMS & BOX GIRDER

CONCRETE FOUNDATION (PHOTOS AVAILABLE

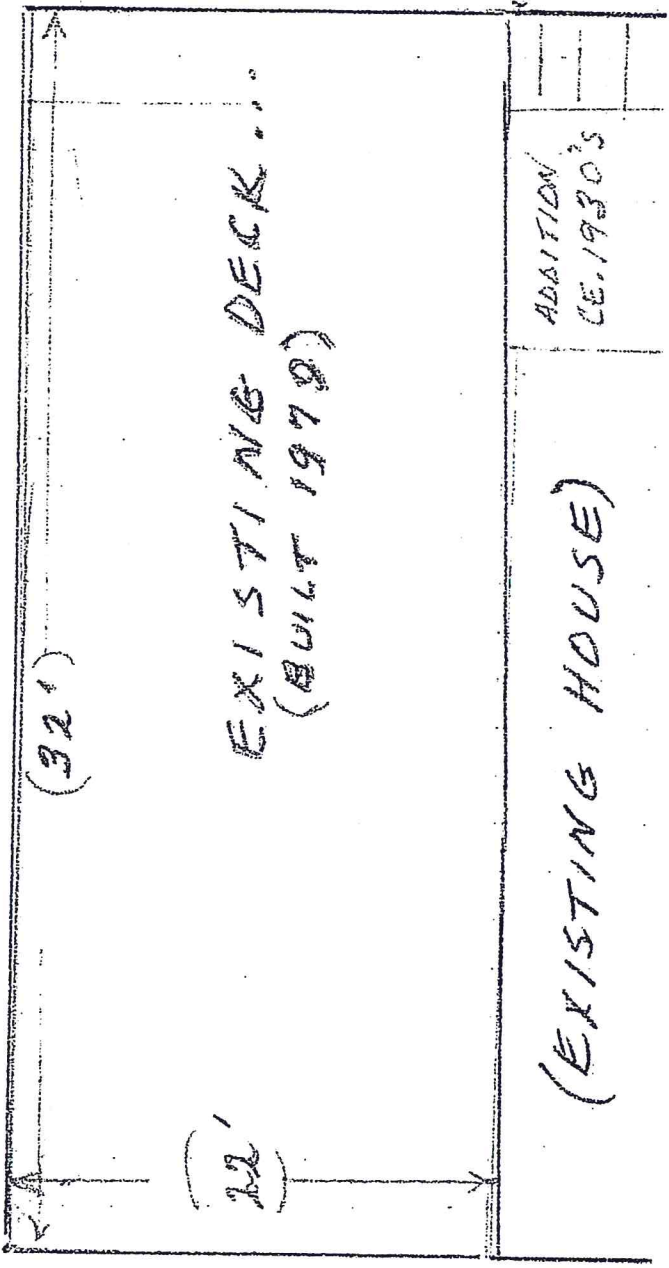
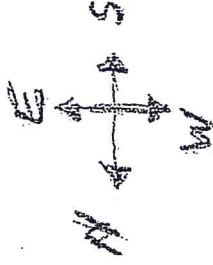
SPIRAL STAIRS - ELV. 130" DIAM. 63"

PRE-EXISTING 6" STEEL PIPE

GROUND

US TOTAL HANDRAIL ST - OF SE

3. DECK ADDITION AT 674 17TH ST., ASTORIA, OR.
 EXISTING CONST. & PROPOSED (ACTUALLY BUILT) COVER
 OF DECK ARE SHOWN IN THIS NOT TO SCALE DRAWING.
 EXISTING HOUSE DIMENSIONS ARE A MATTER OF
 RECORD. BUILT IN 1891 AND ARE AVAILABLE AT CITY'S
 ARCHIVES. AND NOT INCLUDED IN THESE ILLUSTRATIONS.
 DECK ADDITIONS DO NOT DETRACT FROM THE VISUAL
 ASPECT OF THE HISTORICAL OUTWARD APPEARANCE
 OF THE PREMISES.



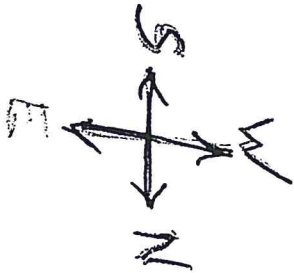
← 22' →



NOT TO SCALE DIMENSION
OF LOWER EXISTING DECK
(BUILT IN 1978)

20' →

← 32' →



← 12' →

← 16' →

694 17th St, Astoria, OR

DESIGNATION PROJECT
w/ ADDITIONAL CANOPY

STEEL HANDRAIL (2" X 6")

2" X 6"

CHAIN
HANDRAIL
(WELDED)

STEEL
GATE

UPPER
DECK

SPRAL STAIRCASE
(STEEL)

(2" X 12" JOISTS)

(1" I" 6" X 6" BEAM
WRAPPED)

130"
ELEV.

EXISTING 6" X 3/8"
STEEL
PIPE

3/4" YR.
OLD PIPE
(EXISTING
DECK)

32' X 16' (NOT TO SCALE)

8" DEEP
CONCRETE
FOUNDATION

N

674
17TH ST
ASTORIA




W

S

HOME PURCHASED BY ME,
Karl M. Johnson 1978

(INTENDED WATERPROOFING
COVERAGE AFTER COMPLETION
OF ALL CONSTRUCTION
↓

GRAND OPENING!



DRY-B-LO
Designs Dry Clean Systems
WWW.DRY-B-LO.COM

- NATIONAL INDUSTRY LEADER
- FULLY VENTILATED
- ALL ALUMINUM CONSTRUCTION
- PROFESSIONALLY INSTALLED
- BAKED-ON ENAMEL FINISH
- SELECTION OF COLORS AVAILABLE
- INCREASES HOME VALUE
- LIMITED LIFETIME WARRANTY

Booth #1752 at the Home Improvement & Remodeling Show
DRY-B-LO of West Portland
(866) 379-2562

GRAND OPENING SPECIAL!
Save 10% Off Installations until 10/31/03

Become a
fixture
in Portland

Be featured in our Home Fix-Up directory.
Published annually where in *Homes & Gardens of the Northwest*.
Call Tim Mariels
for more information 503-294-4029

SMOOTH PANEL SYSTEM™

DRY-B-LO® Smooth Panel System™ uses metal galvalume panels that interlock to create an attractive ceiling system that drains to a system of gutters and away from your patio. Our panels are the highest quality panels in the industry. Our 22 gauge galvalume is the thickest in the industry, lasts longer and is stronger than aluminum panels, and stands up better to the elements.

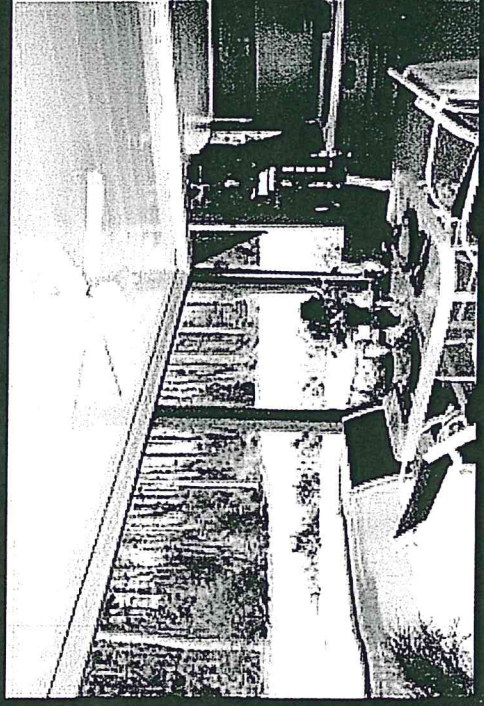
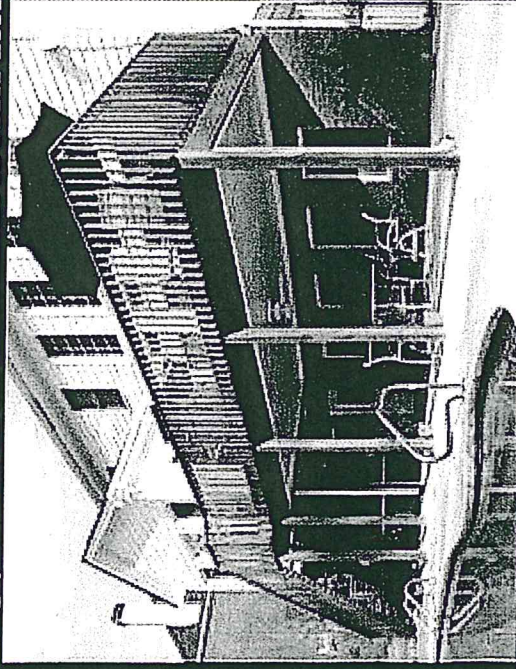
Our system uses 3 inch side walls on our panels, compared to the 1 - 1/2 inch industry standard. This allows not only for better leak protection, but also greater strength to support heavy rain loads.

Our Smooth Panel System™ offers a limited lifetime warranty, based on the lifetime of your deck, not the panel, as our panels will outlast the deck. This is a "no-leak" guarantee. We guarantee that your system will not leak for the life of your deck. If leaks occur, they will be repaired at no charge, and in a timely manner.

We currently offer 3 colors in our Smooth Panel System™:

- Pearl White
- Light Stone
- Dark Bronze

With our Smooth Panel System™, we offer accessories such as recessed lights, fans, and porch swings, as well as an assortment of other accessories, listed under the accessories tab.

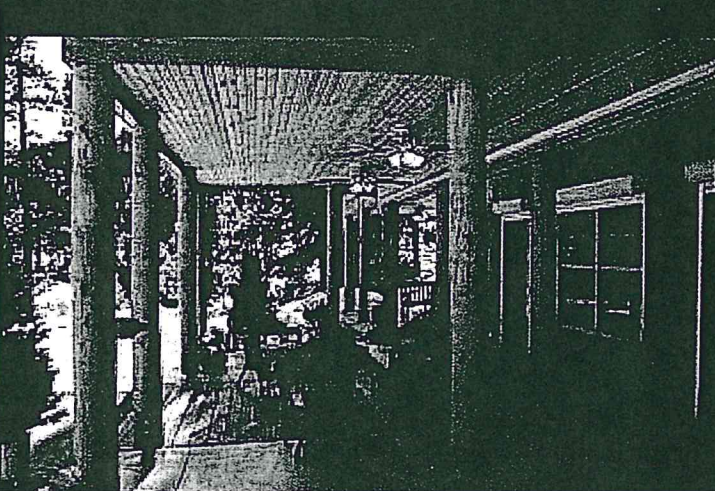
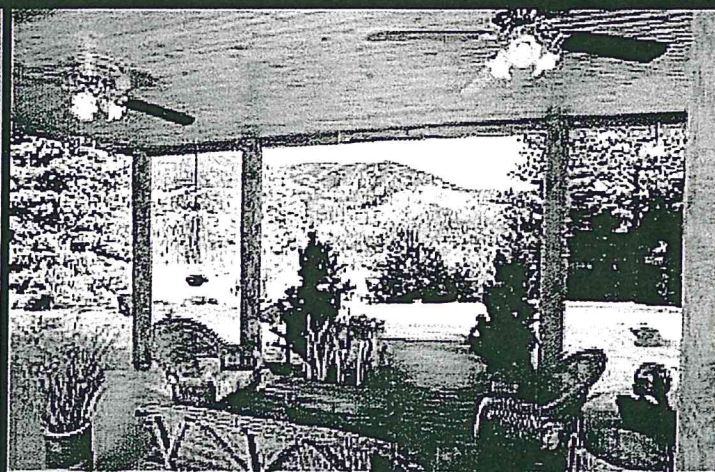
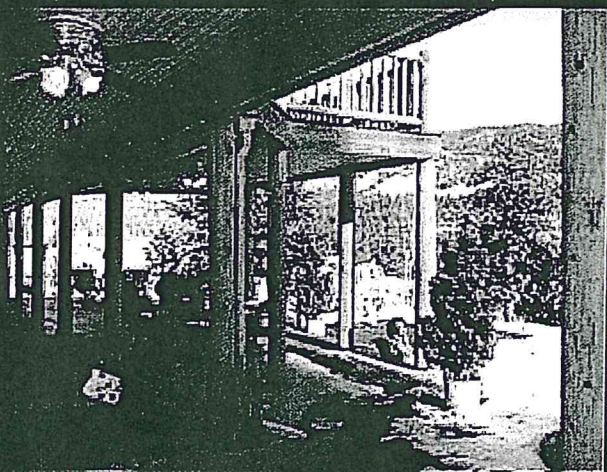


HIDDEN CHANNEL SYSTEM™

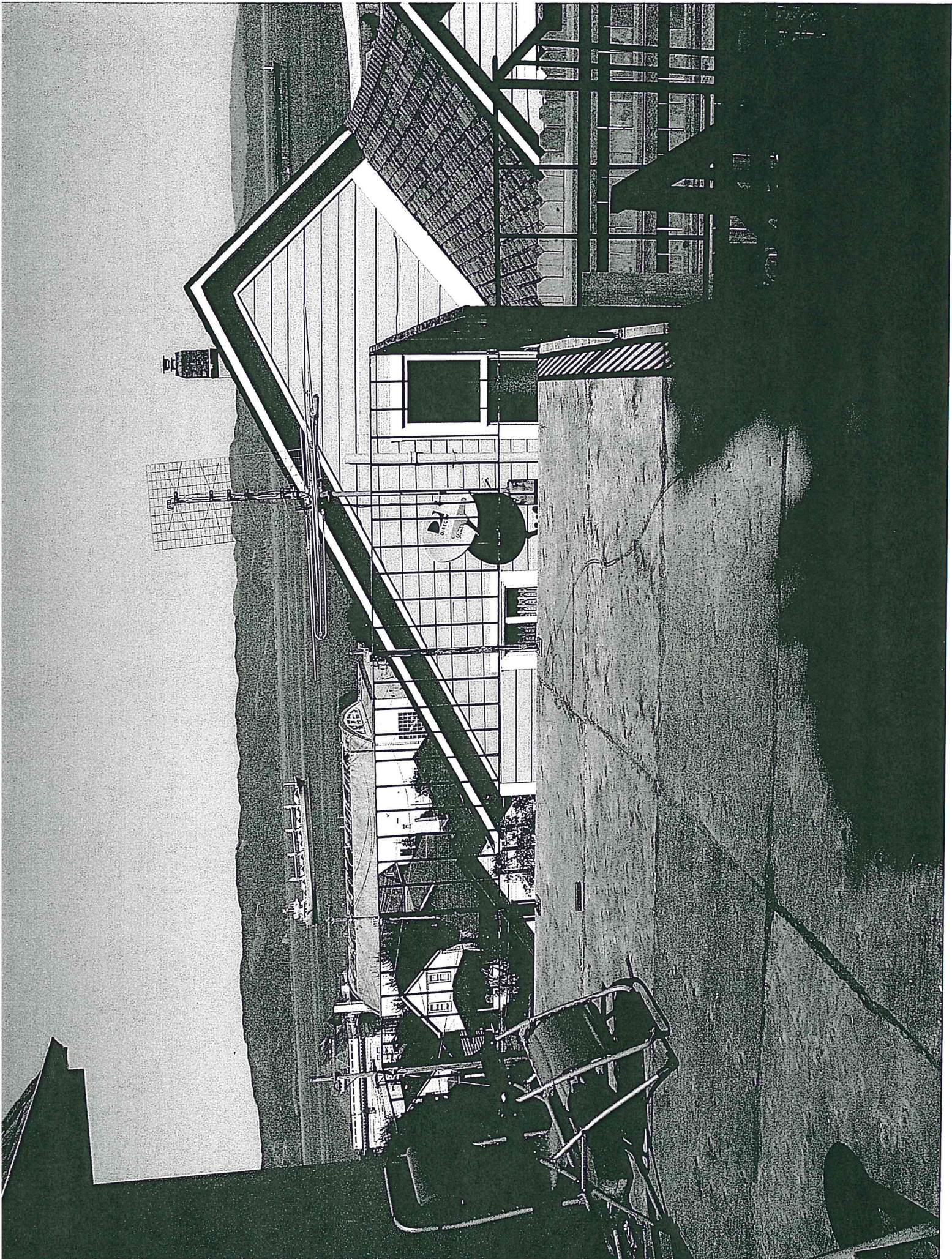
The DRY-B-LO® Hidden Channel System™ offers the ability to use an endless variety of ceiling materials, including wood, vinyl, and bead board. This system is installed between each joist, allowing for the finish ceiling material to be attached directly to the bottom of the joists.

We offer a variety of accessories, including swings, lights, fans, plant hangers, and more. Please see our accessories page for accessory pricing, or contact a representative for details. If you have an accessory in mind, but don't see it on our accessory page, please contact us, as we may be able to accommodate your specialized needs.

We offer a "no-leak" guarantee on our Hidden Channel System™ for the lifetime of your deck. If a leak occurs, we will repair it at no charge, and in a timely manner.

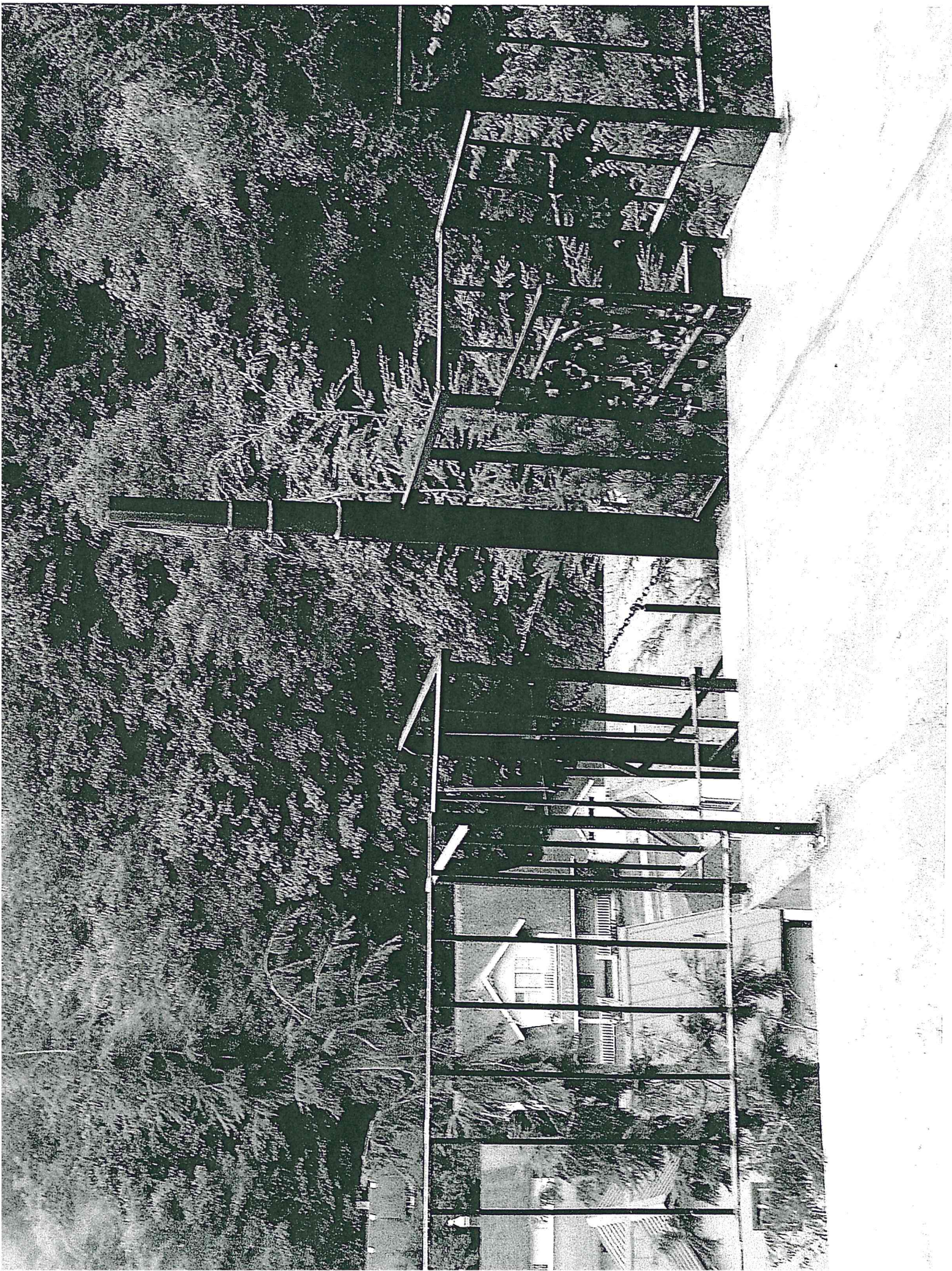






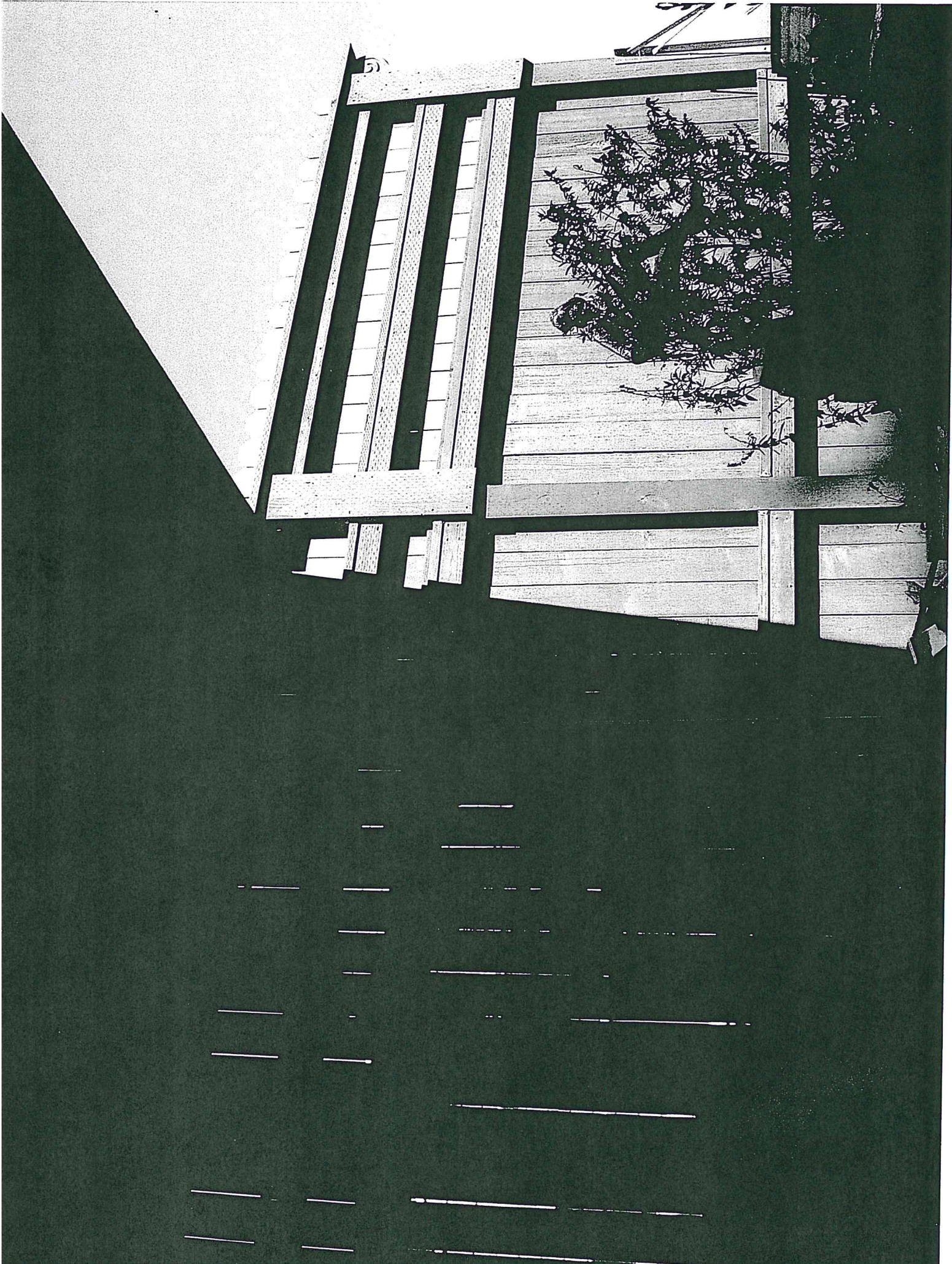






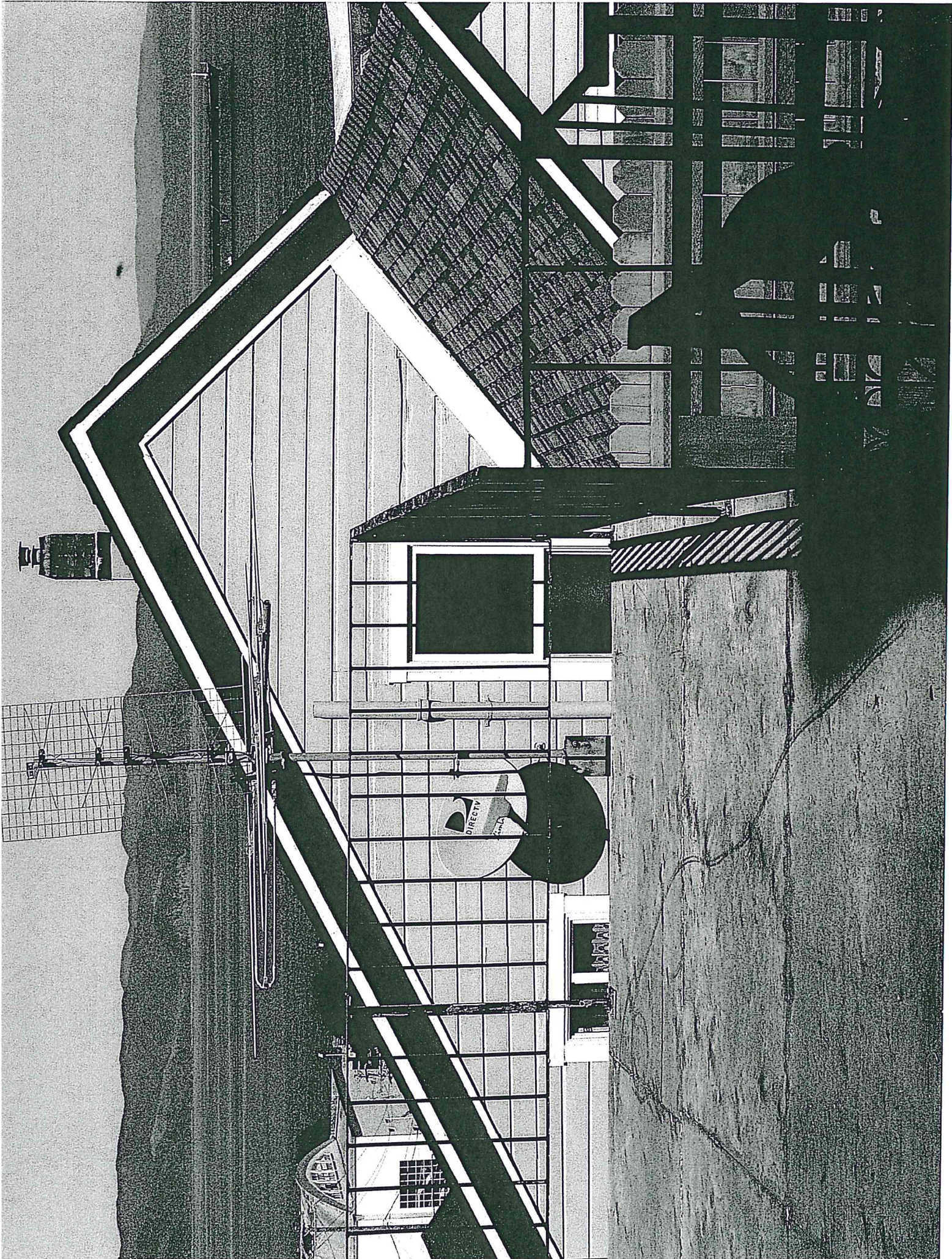








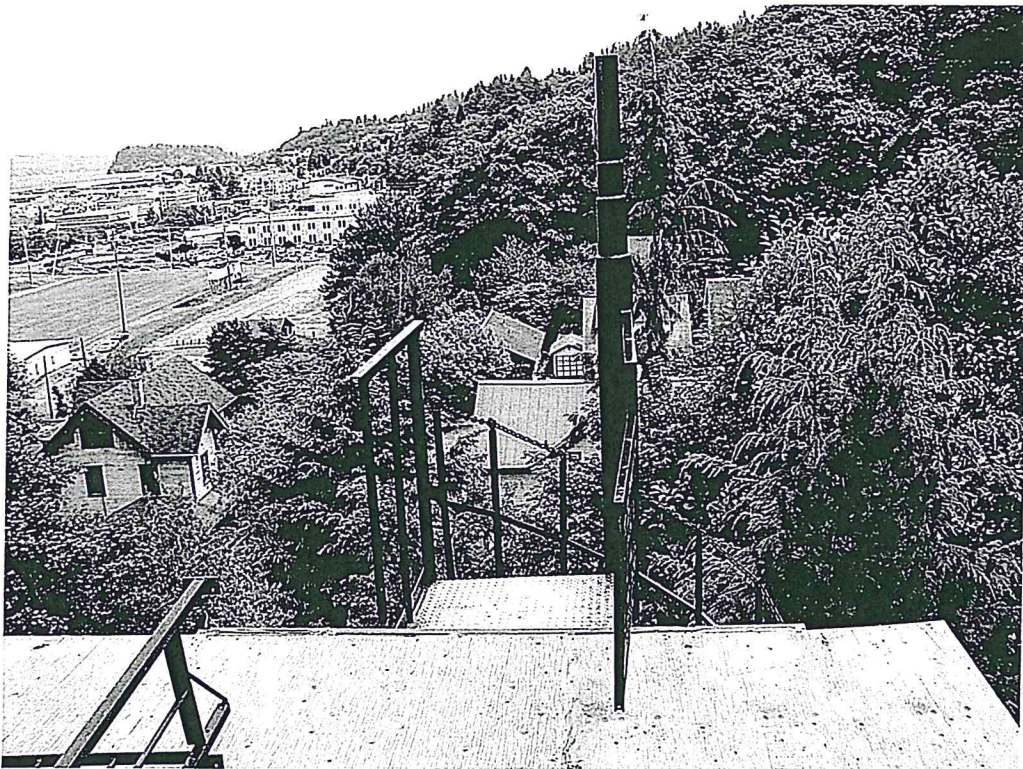
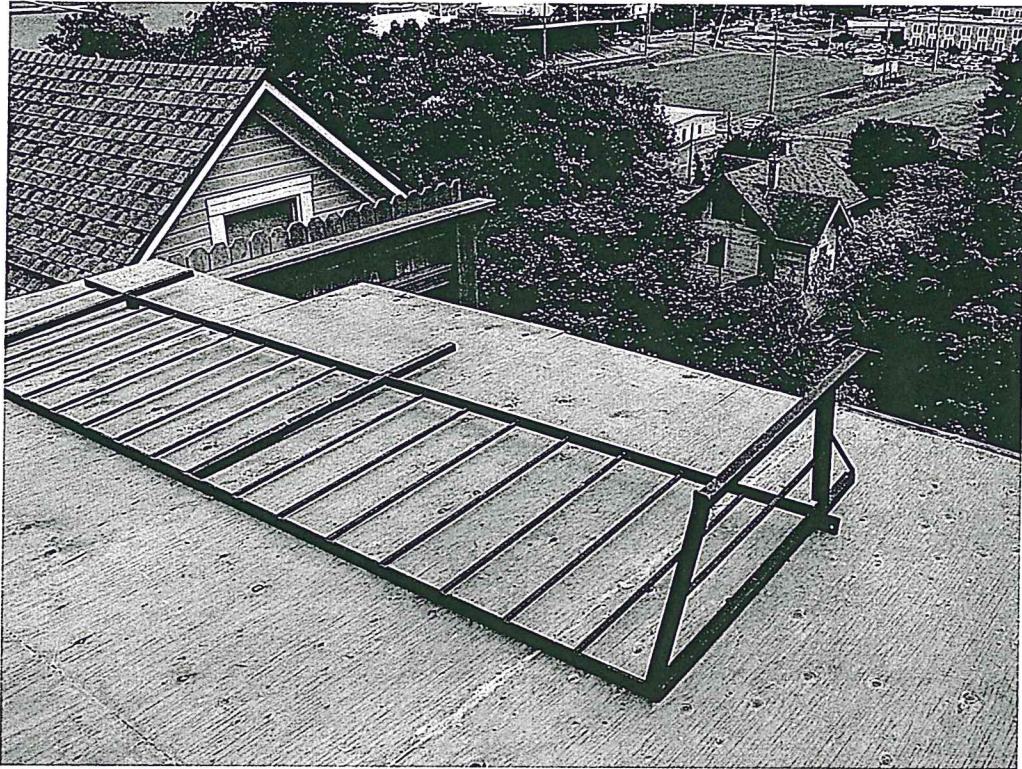




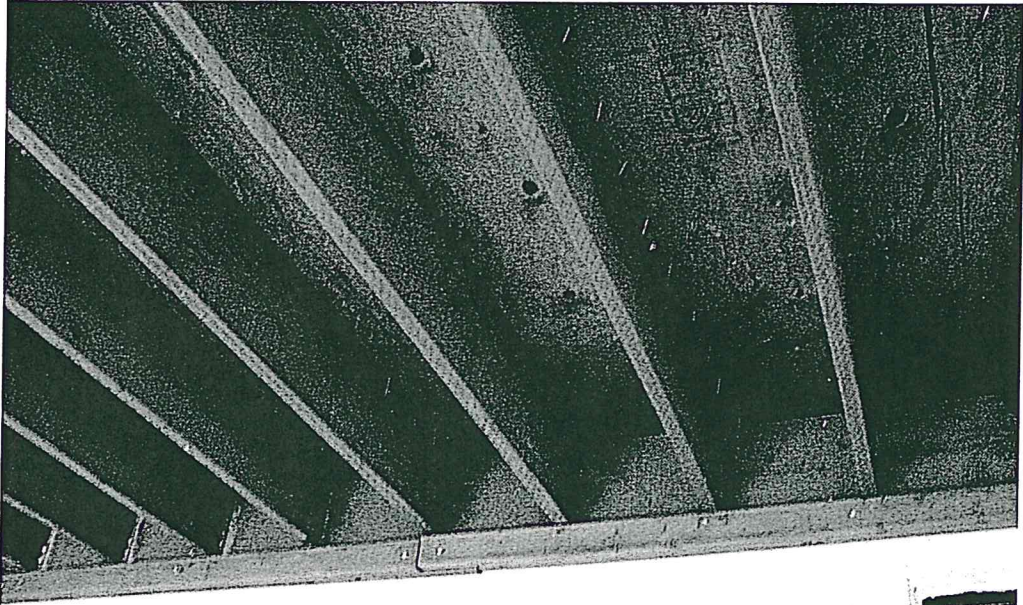




UNINSTALLED COMMERCIAL GRADE RAILINGS

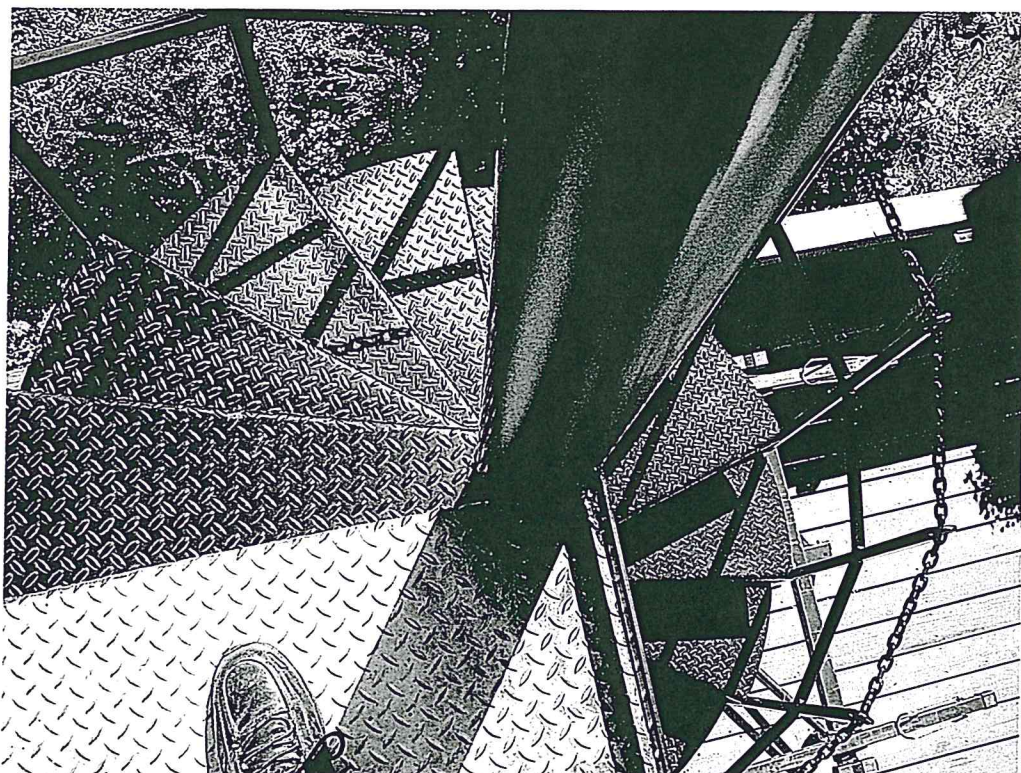
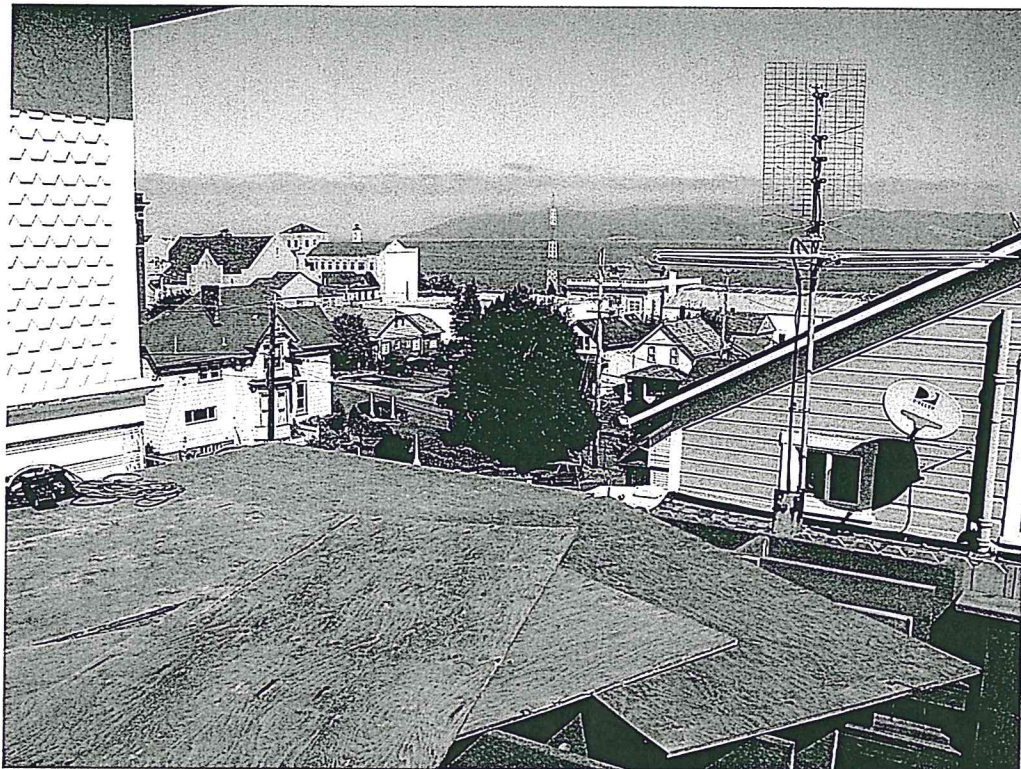


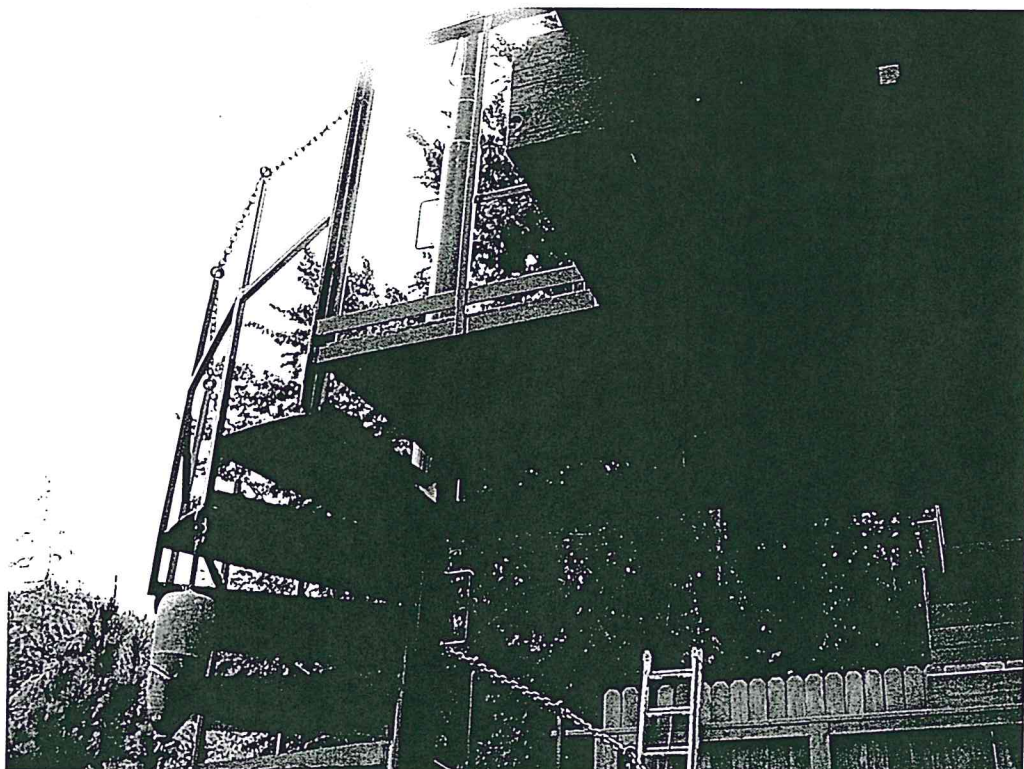
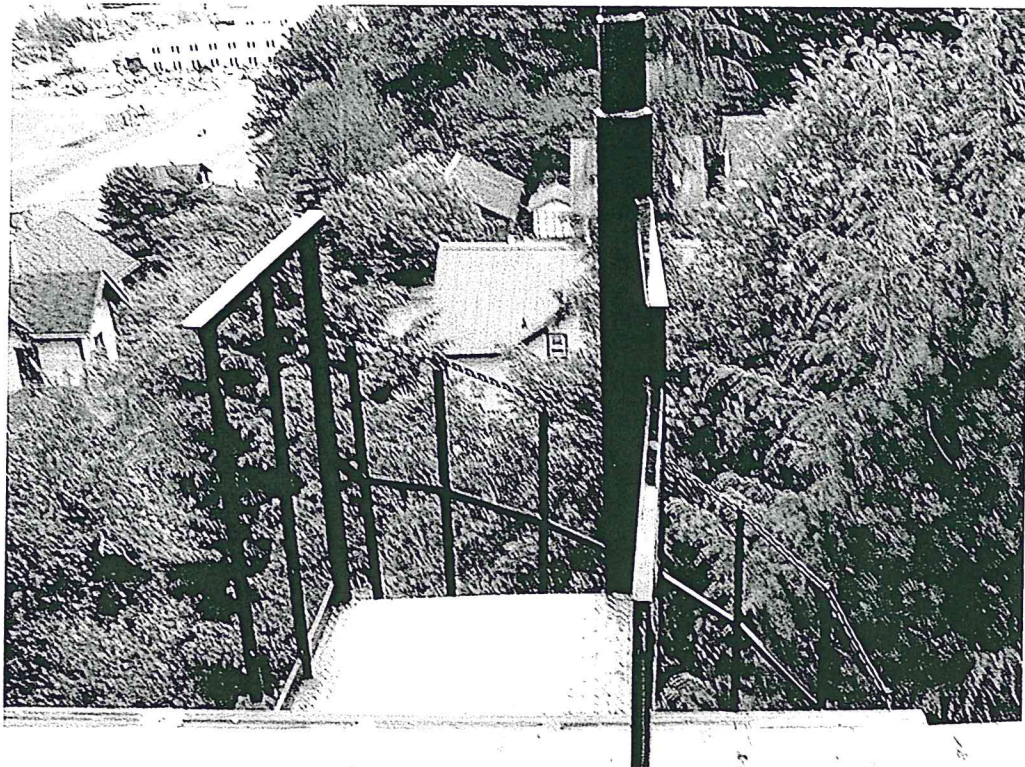
2X12 - 16" CENTERS



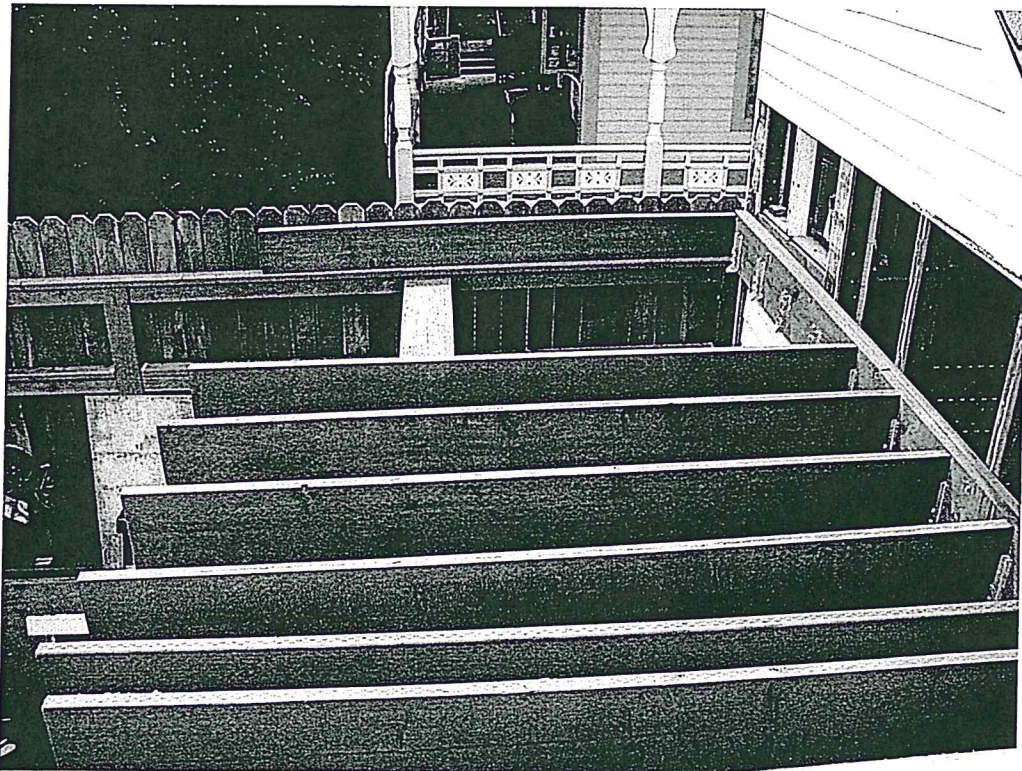
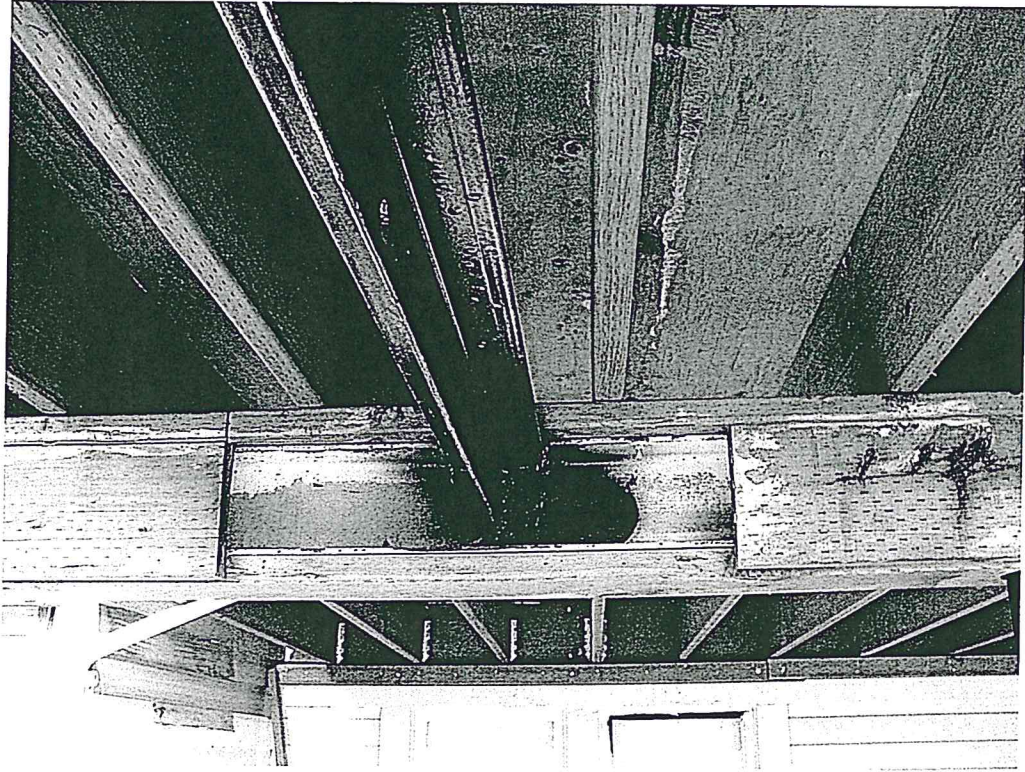
HEAVY TREATED LUMBER



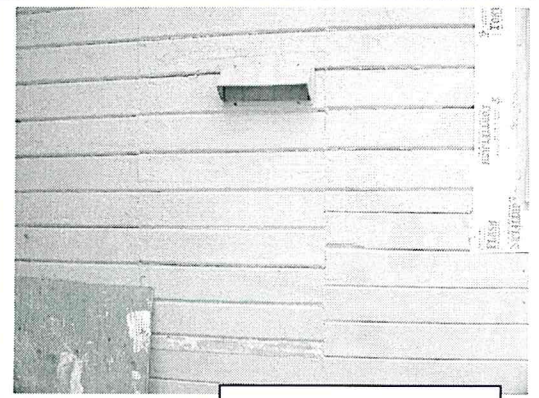
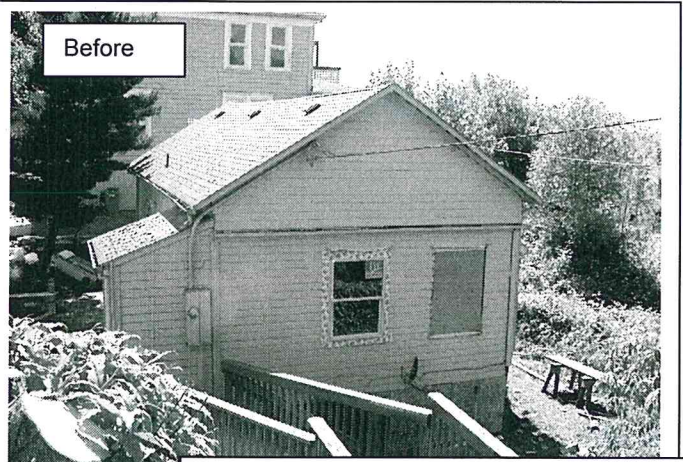




WELDED T-BAR STABILIZER FROM
NEW STAIRCASE TO EXISTING 6X6
STEEL I-BEAM — ENCASED IN TREATED
WOOD



659 31st Street
EX12-05
8-15-13



Irregular siding before
residing



Complete remodel interior and exterior. New horizontal wood siding to cover the piecemeal pieces of siding; replaced vinyl windows with wood; repaired soffits, deck, foundation, skirting, and doors. All conditions met. Two features (roof awnings over front and rear door) will be done at a later date.