



AGENDA

HISTORIC LANDMARKS COMMISSION

November 17, 2015

5:15 p.m.

2nd Floor Council Chambers

1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a. September 15, 2015
4. PUBLIC HEARINGS
 - a. Exterior Alteration EX15-12 by Tommie Hatcher & Ronald Borans to replace the existing awning with a smaller awning over the entrance; expose the transom windows; re-side the building with hardiplank on the side elevations and shingles on the street façade at 2921 Marine in the C-3, General Commercial zone.
 - b. Historic Designation HD15-01 by the Historic Landmarks Commission to designate the site and remaining features from the historic seafood industry uses as historic at 3 - 2nd Street, generally described as the water area at the foot of 2nd Street generally between the existing former pier on the west to the west side of the Columbia House Condominiums, and between the shoreline to the pierhead line in the A-2, Aquatic Two Development zone.
5. REPORT OF OFFICERS
 - a. Mid Modern Century Homework Assignment
6. PUBLIC COMMENT (Non-Agenda Items)
7. ADJOURNMENT

THIS MEETING IS ACCESSIBLE TO THE DISABLED. AN INTERPRETER FOR THE HEARING IMPAIRED MAY BE REQUESTED UNDER THE TERMS OF ORS 192.630 BY CONTACTING SHERRI WILLIAMS, COMMUNITY DEVELOPMENT DEPARTMENT, 503-338-5183.

HISTORIC LANDMARKS COMMISSION MEETING

City Council Chambers

September 15, 2015

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 5:15 p.m.

ROLL CALL – ITEM 2:

Commissioners Present: President LJ Gunderson, Commissioners Jack Osterberg, Paul Caruana, Mac Burns, Kevin McHone, and Thomas Stanley.

Commissioners Excused: Vice President Michelle Dieffenbach

Staff Present: Community Development Director Kevin Cronin, Interim Planner Mike Morgan, Special Projects Planner Rosemary Johnson, Parks Director Angela Cosby, and Police Chief Brad Johnston. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

APPROVAL OF MINUTES – ITEM 3:

Item 3(a): Minutes of July 21, 2015

President Gunderson asked if there were any changes to the minutes of July 21, 2015. There were none.

Commissioner Burns moved to approve the minutes of July 21, 2015 as presented; seconded by Commissioner Caruana. Ayes: President Gunderson, Commissioners Caruana, Osterberg, Burns, Stanley, and McHone. Nays: None.

Item 3(b): Minutes of August 18, 2015

President Gunderson noted the date in the footer should be corrected to August 18, 2015.

Commissioner Osterberg moved to approve the minutes of August 18, 2015 as corrected; seconded by Commissioner Caruana. Ayes: President Gunderson, Commissioners Caruana, Osterberg, Burns, Stanley, and McHone. Nays: None.

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):

EX15-11 Exterior Alteration EX15-11 by Daric Moore, Daric Moore Building Arts to convert the lower front portion of the basement into a covered porch at 842 Irving in the R-3, High Density Residential zone.

President Gunderson asked if anyone objected to the jurisdiction of the 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. President Gunderson requested a presentation of the Staff report.

Interim Planner Morgan presented the Staff report and recommended approval with conditions.

President Gunderson opened public testimony for the hearing and confirmed the Applicant was not in attendance to give a presentation. She called for any presentations by persons in favor of, impartial to or against the application. Seeing none, she confirmed there were no closing remarks from Staff. She closed the public testimony portion of the hearing and called for Commission discussion and deliberation.

Commissioner Osterberg agreed with the Staff report and believed the application met all of the criteria. The proposal will result in a substantial improvement to the existing conditions, which are not historic.

Commissioner Stanley said he was pleased that the property owner is making the effort to fix up the house. The work will add a lot to the neighborhood.

Commissioner Caruana said he was glad Staff noted the windows and doors would be trimmed because the scale of the moldings is not always included in the information given to the Committee.

President Gunderson said if the Applicants were present, she would thank them for using historically accurate windows and doors.

Commissioner Stanley moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve Exterior Alteration EX15-11 by Daric Moore; seconded by Commissioner Burns. Motion passed unanimously.

Interim Planner Morgan added that Irving is a high traffic corridor through town and he believed it was great to see renovations in areas of town that have many visitors.

Commissioner Stanley said the number of houses that have been restored since he first served on the HLC has been staggering and Astoria is becoming more beautiful.

President Gunderson read the rules of appeal into the record.

Interim Planner Morgan excused himself from the meeting at this time.

ITEM 4(b):

NC15-03 New Construction NC15-03 by Verizon Wireless LLC dba Verizon Wireless to construct a 150-foot wireless communication facility adjacent to a structure/site designated as historic at 1580 Shively Park Road in the IN, Institutional zone.

President Gunderson asked if anyone objected to the jurisdiction of the 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.

Commissioner Caruana declared that Verizon is a tenant on the Astor Hotel building downtown. He confirmed this may affect his decision and stepped down from the dais.

President Gunderson declared she was a customer of Verizon Wireless, but this would not affect her decision.

Director Cronin noted that Verizon has a contract with the City of Astoria.

President Gunderson requested a presentation of the Staff report.

Special Projects Planner Johnson presented the Staff report and recommended approval with conditions. Staff received a letter of opposition from Ron Zilli, which was available at the dais.

President Gunderson asked if the City used cell phones for its emergency communications and if so, was the service from Verizon. Planner Johnson said Astoria's emergency communications were not serviced by Verizon and the emergency communication facilities will be located on a tower proposed at the Land Reserve east of the Column above the old reservoir. The tower in this request will only serve citizens, not emergency services.

Police Chief Brad Johnston, 2828 Grand, Astoria, explained this project began in 2006 and emphasized that this proposal was driven City Council, not the Friends of the Astoria Column. At the April 1, 2013 City Council meeting, Staff originally proposed that the tower be built on Coxcomb Hill. The Friends were at this meeting to discuss their master plan and were obviously concerned with the City's proposal to put a tower on Coxcomb Hill. However, City Council requested another location be chosen for the tower site. The ideal location for Verizon would be at the top of the hill by the picnic structures. However, this site would have been highly visible.

Therefore, the proposed location is the best possible satisfactory location. Astoria's primary emergency communications are land mobile radio devices, which include very high frequency (VHF) walkie-talkies and car radios. Astoria does use Verizon for data services and relies on cell phone services for confidential communications. Despite the information in the letter of opposition, this site will not co-locate any emergency communications equipment and will only be used for wireless communications from commercial providers. He confirmed that having a good Verizon signal in Astoria would still benefit the City's emergency services. This tower is part of a larger project to improve the City's emergency communications. While the site is not directly critical to Astoria's emergency communications, it is a necessary component of a deal to move the City's primary communications facility to the Reservoir site and allow Verizon to complete a system upgrade. The City's proposal to put the primary communications site at the Reservoir will be reviewed by the Planning Commission on September 16, 2015.

Commissioner McHone was concerned about the ability of other commercial service providers to co-locate on the tower. There is a lack of technically viable locations to put the cell towers within the community. He asked for details about how the lease was structured. Staff explained the lease is structured to require Verizon to allow co-location by other commercial providers and to ensure those providers request access rights to the tower from the City of Astoria. The Development Code requires co-location. When a provider wants to install facilities in Astoria, they are first required to consider stealth installations, like in a steeple on a church. If that is not a viable option, the provider would have to install their facilities on an existing tower after proving a stealth installation was not physically feasible. Staff confirmed the tower would be owned by Verizon, located on City-owned property leased to Verizon. The Wireless Communication Facilities permit that will be reviewed by the Planning Commission on September 16 addressed issues including maintenance, removal, and co-location. The City has the first right of refusal if Verizon decides they are no longer interested in the tower. However, if the tower does not make business sense for Verizon, it probably would not make business sense for the City. Enclosures for the equipment will be installed mostly below street grade, but there will not be any buildings involved in this project.

President Gunderson understood the HLC could not dictate specific colors. However, Staff has recommended the equipment enclosure be green or brown and the tower be gray. She believed green or brown would be a more appropriate color for the tower because Astoria has not had many gray skies recently. She asked why the City recommended the tower be gray. Planner Johnson said Staff did consider green or brown for the tower. However, the most visible portion of the tower will be the upper sections. From a distance, one will see the portion of the tower that is up against the sky. Staff believed gray was the best color for the majority of the view. She described the view from the parking lot using the photographs in the Staff report, noting that the tower will not be seen from the parking lot. The tower will become visible at the S curve on the road that extends up the hill.

Commissioner Burns asked how tall the trees were within a 20-foot radius of the tower and how many trees would be removed during its installation. Planner Johnson said the deciduous trees are about 120 feet tall and the fir trees are about 150 feet tall. The tower will be taller than some trees, but some trees in the area will be of a similar height. She used the trees instead of the structures to determine scale and compatibility. The Applicant has been working with Parks Director Cosby to keep tree removal to a minimum.

Parks Director Cosby, 1997 Marine Drive, Astoria, said the plans called for the removal of three deciduous trees and one evergreen tree. She did not know the specific height of the trees to be removed, but noted the trees would be removed because they are located within the footprint of the tower and enclosure area. The specific trees are identified in the site plan, which she believed the HLC had received.

Commissioner McHone asked if branches could be added to the tower to make it look like a tree. Director Cosby said while Staff was considering appropriate tower colors, they also considered a mono-pine tower. After looking at mono-pines installed in other parks, Staff did not believe it would be a good fit. The mono-pines wear differently and do not provide the same aesthetic appeal as other trees in the park. Staff did not want the tower to look fake. Additionally, the tree poles are not the same species as trees in Astoria.

President Gunderson asked Staff for their opinions on a dark brown or dark green tower. Director Cosby said she would prefer brown. Planner Johnson said color is a judgment call.

Commissioner Osterberg asked if Staff considered that Criteria B and C were not applicable, as the criteria relate to the design and consistency with the orientation of adjacent historic structures. The HLC is supposed to review the proposed structure's impact to other historic and adjacent structures. However, it appears as though none of those structures are close enough to be visible from the tower site or vice versa. Staff has gone into a

great deal of Findings regarding consistency and appropriateness with the Park. But, the picnic facilities, pathway, parking area, and other visible features are not structures. He asked why Staff decided to view the trees as structures. Planner Johnson said it was difficult for Staff to address the criteria, which is specifically for a new structure. The only structure in the park that is designated historic is Shively Hall. The picnic areas are newer and not part of the historic structures, but they are adjacent to the proposed tower site. Staff considered that the structures would not be visible and were not adjacent, so it would be difficult to define them as compatible. Since the Park is designated historic, she decided to use the entire Park as part of the criteria. The Development Code may not have the exact language to address a cell tower, so she made the best Findings she could based on the criteria.

Commissioner Osterberg understood he would have to take into account the status of the structures in the Park and how well they apply to the criteria. The Staff report does note "as applicable." He believed Criterion D referred to a Section of the Development Code that did not apply to this application. Planner Johnson explained that the section referred to in Criterion D would be reviewed by the Planning Commission. However, it does reference historic review, so she added it for the HLC to consider as well. She wanted the HLC to know the environmental historic review had been approved by the State Historic Preservation Office (SHPO). Criterion D was added to the Staff report for informational purposes.

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

Sharon Gretch, 31649 Sexton Road, Philomath, OR said Planner Johnson did such a good job with the Staff report that her presentation would be redundant. However, she could answer questions. She also had some technical information about why Shively Park was chosen for the tower site, which has a lot to do with the removal of the tower at the Column. Without a tower at the Column, three other sites will be necessary to provide coverage to Astoria and improve services. She showed slides of maps of the current coverage supplied by the tower at the Column, coverage left when the tower at the Column is removed, and coverage supplied with the addition of the tower at Shively Park and all of the towers in Astoria, Warrenton, and Gearhart. Towers must be built at Shively Park, the Astor Hotel, and the Reservoir in order to replace the coverage lost by the removal of the tower at the Column. Since the City will have most of its facilities on the Reservoir tower, Verizon had to place its facilities on other towers in order to provide coverage to the area. Therefore, the tower at Shively Park is critical.

Commissioner McHone asked how many Verizon towers were in Clatsop County. Ms. Gretch said there were at least four, plus the tower at the Column. She added that Verizon advocated for a gray tower because in their experience, gray tends to blend in much better with the background. Gray also wears better as time goes on. Brown will stick out with all of the green coverage in the area. The tower will be painted brown if the HLC required it; however, from Verizon's experience, brown may not be the best choice.

President Gunderson called for any presentations by persons in favor of, impartial to, or against the application. Seeing none, she called for closing remarks of Staff. There were none. She closed the public testimony portion of the hearing and called for Commission discussion and deliberation.

Commissioner McHone said he appreciated all of the effort and years of service that have gone into making this decision. The towers are difficult to locate and no one wants them in their backyard. Considering the lack of locations and all of the groups involved in making this decision, he believed it was a good resolution, which he supported.

Commissioner Burns agreed. Many different parties have done a lot of due diligence and the tower has to go somewhere. Shively Park seems like a logical place to put the tower, so he was fine with the request.

Commissioner Stanley said it seemed that the City and Verizon have done a terrific job of putting the package together for the HLC and he was fine with a gray tower.

Commissioner Osterberg said he supported the application because it meets the criteria for approval and he agreed with the other Commissioners. Criterion B and C have only been broadly interpreted by Staff, which makes it easy for him see that the criteria have been met by the application. There are no visible structures near the proposed tower site, which leaves the HLC to review the impact to the general nature of the Park. There are improvements at the Park, but improvements are not structures. Criterion D is not listed as criteria that the HLC must review and is just for information only. Several items in the Staff report will be reviewed by the Planning Commission, but he appreciated that they were mentioned at this meeting. The letter from Mr. Zilli addresses a

blend of different criteria, some of which are reviewed by the HLC and some of which pertain to other sections of the Development Code. However, the Planning Commission should review Section 15 (Wireless Communication Facilities Ordinance) of the Development Code. He appreciated the items that the letter correctly brought before the HLC, but Mr. Zilli's comments have been adequately addressed in the Staff report. Staff has adequately determined that the tower will have a minimal impact on the surrounding area. He thanked Mr. Zilli for writing such a thoughtful and detailed letter that cited the criteria. He reminded that if this request is approved as proposed, the equipment enclosure and fencing would be painted a dark color, as per Condition 3 of Approval. He believed all of the Commissioners agreed with this. In his experience reviewing wireless communication facilities, the most appropriate way to color a tower has been to use a dark color on the bottom portion and a silver or gray on the upper portion. This allows the tower to blend in from various viewing angles. However, he did agree with the Staff report.

President Gunderson said she fully supported the request. Moving the City's emergency services where they need to be is very important. She deferred to Ms. Gretch with regard to the color because she is the expert in the field.

Commissioner Osterberg moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve New Construction NC15-03 by Verizon Wireless LLC, with the Conditions listed in the Staff report; seconded by Commissioner Stanley. Motion unanimously approved.

President Gunderson read the rules of appeal into the record.

Commissioner Caruana returned to the dais.

REPORTS OF OFFICERS/COMMISSIONERS – ITEM 5:

Director Cronin updated the Committee on his work streamlining the Development Review process, noting that he planned to present findings and recommendations to the Commission in October. He also gave an update of the Affordable Housing Study and said he would like to schedule a work session with the HLC to get their input on the housing situation in Astoria.

President Gunderson asked for an update on the search for a Planner. Director Cronin said Staff has already scheduled about nine interviews and he hoped to conduct second interviews in the next couple of weeks. He planned to have a new Planner by November.

Commissioner Osterberg said he once hired a planner because he was the only applicant who had taken an application to the Land Use Board of Appeals (LUBA). This applicant had the experience of working with a City Attorney, appealing a City Council decision, and taking the application through the LUBA process. This experience differentiated him from the other applicants.

PUBLIC COMMENTS (Non-Agenda Items) – ITEM 6:

This item was not addressed.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 6:22 p.m.

APPROVED:

Community Development Director

STAFF REPORT AND FINDINGS OF FACT

November 2, 2015

TO: HISTORIC LANDMARKS COMMISSION

FROM: KEVIN A CRONIN, AICP, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: REQUEST FOR EXTERIOR ALTERATION (EX15-12) BY TOMMIE HATCHER
AND RONALD BORANS AT 2921 MARINE DRIVE

I. BACKGROUND SUMMARY

- A. Applicant: Tommie M. Hatcher and Ronald D. Borans
610 Clematis Street #301
West Palm Beach, FL 33401
- B. Owner: same as above
- C. Location: 2921 Marine Drive, Map T8N R9W Section 9CB, Tax Lot 801;
Portion of lot 6, Block 3, Shivley; C-3 Zone.
- D. Classification: Contributing in the Adair Uppertown Inventory District
- E. Proposal: To remove an existing awning and expose full width transom
windows and re-side the east and west walls of the building with
Hardi-plank and the street façade with cedar shingles.
- F. Prior Applications: Multiple code enforcement actions were found in the file dating back
to 2004. Previous owners have tried to renovate the building through
various efforts. A parking variance (V91-19) was granted in 1991.

II. BACKGROUND

The two story building was constructed about 1890 as a dry good store with residence(s) above. It is one of the earliest commercial structures still surviving in Uppertown (see attached history). It has been also used over the last 125 years as a saloon, cigar store, and various other businesses. According to the history, "...it still conveys a sense of the commercial history of Uppertown and is a rare survivor of 19th century commercial architecture in the neighborhood."

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on October 23, 2015. A notice of public hearing was published in the Daily

Astorian on November 10, 2015. 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 contributing in the Adair Uppertown Historic inventory area.

- 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.



2921 Marine Drive as it appeared in the early 20th Century

Finding: The applicant proposes to replace the awning with a new, smaller awning and re-side the building, and repair the front entry. Window boxes are proposed on the second floor above the entry. New siding is proposed. The proposed alterations are significant and require 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 building is currently being used as a salon and will continue after renovation.
 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 proposes to install a new awning that is smaller, positioned above the doorway. This would expose the transom windows and allow more natural light into the building. The awning will not destroy or remove any historic 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 doorway on the east side which attaches the two buildings will be repaired. This was not an original feature of the building, but has been in place for several decades and provides security to the rear of the building.

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 building renovation will be sensitive to the original design. The transom windows will be exposed and the other repairs will be in keeping with the neighborhood. Instead of a fixed awning, the new awning would be a retractable fabric awning similar to historic awnings of the period. Although the application indicates a rounded fabric awning as shown in Exhibit 1, the HLC should consider requiring a more traditional wedge shaped retractable awning. (Condition 1)

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: Some of the windows are proposed for replacement. The replacement windows would be Milgard "Tuscan" one over one style and will be trimmed out in the same manner as the original windows on the front with crown molding. (Condition 2)

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.

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: The proposed awnings are retractable Sunbrella fire resistant material with contemporary mechanism for operation. The proposed design would not destroy the significant features of the building.

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: No new additions or alterations are proposed.

V. CONCLUSION AND RECOMMENDATION

The request as proposed meets the applicable review criteria. Staff recommends approval of the request based on the Findings of Fact above with the following conditions:

1. The awning over the doorway shall be a traditional wedge shaped retractable fabric design (Sunbrella or similar).
2. The replacement windows on the second story shall be one over one inset windows (Milgard "Tuscan" or similar).
3. The Hardi-plank or similar fiber cement product siding shall be smooth, not wood-grained.
4. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.
5. The applicant shall obtain all necessary City and building permits prior to the start of construction.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856
COMMUNITY DEVELOPMENT

EX 15-17

FEE: \$100.00

pd - cc 10/13/15

EXTERIOR ALTERATION FOR HISTORIC PROPERTY

Property Address: 2921 Marine Drive, Astoria, OR 97103

Lot Portion Lot 6 Block 3 Subdivision Shorely

Map qcb Tax Lot 801 Zone C-3

For office use only:

Classification: Contrib Inventory Area: Adan Uppertown

Applicant Name: Tommie M Hatcher & Ronald D Borans

Mailing Address: 610 Clematis Street #301, WPB, FL 33401

Phone: 561-601-1657 Business Phone: _____ Email: marksjr@me.com

Property Owner's Name: Tommie M Hatcher & Ronald D Borans

Mailing Address: 610 Clematis Street #301, WPB, FL 33401

Business Name (if applicable): Salon Stellar / Marks' Jr Inc

Signature of Applicant: Tommie M. Hatcher Jr Ronald Borans

Signature of Property Owner: Tommie M. Hatcher Jr Ronald Borans

Existing Construction and Proposed Alterations: We are wanting to replace the existing deteriorated awning that is the width of the building with a similar shaped smaller awning the width of the entrance area so it will expose the small framed widows and give more lighting into the business.
(examples attached)

For office use only:

Application Complete:		Permit Info Into D-Base:	<u>10/19/15</u>
Labels Prepared:	<u>10/23/15</u>	Tentative HLC Meeting Date:	<u>11/17/15</u> <u>C</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.
N/A

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.
N/A

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.
From the Historical Society archive photos, similar buildings have not shown awnings covering the original transom windows.

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.
N/A

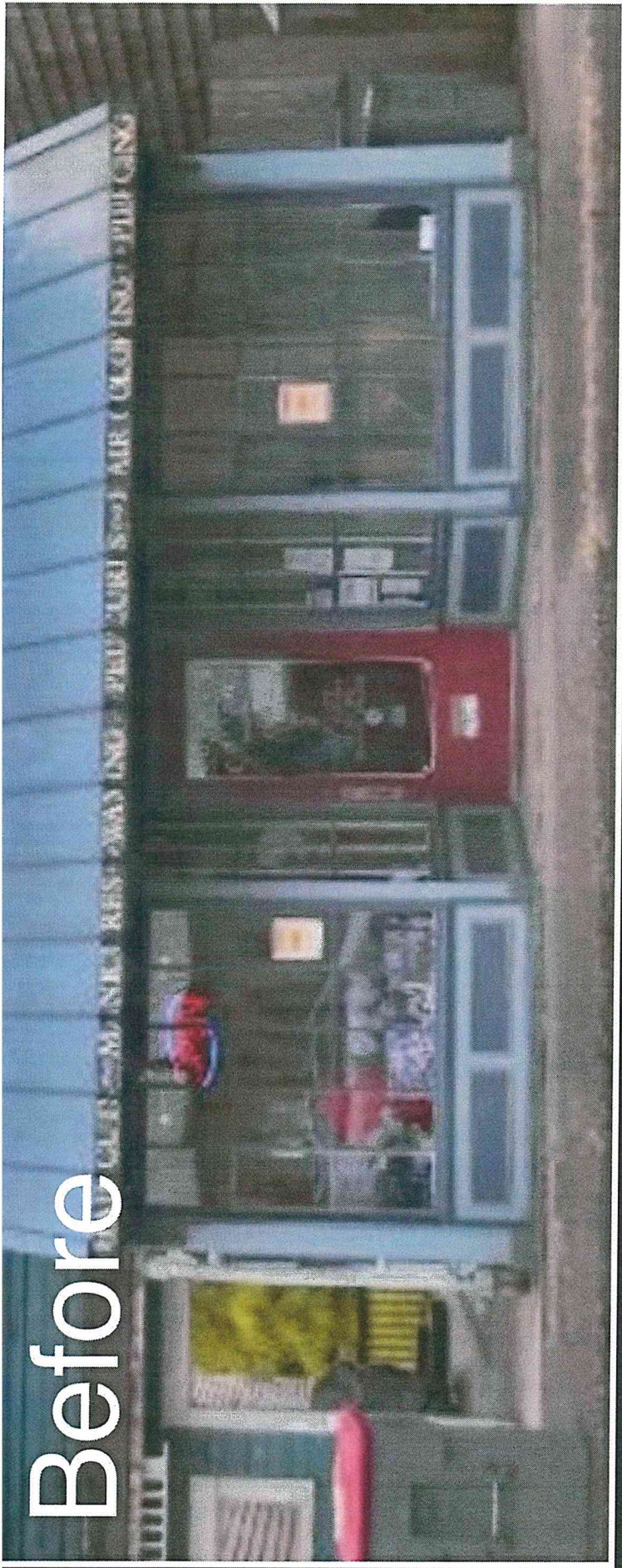
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
It is our wish to keep the transom windows exposed to respect the original stylistic features and to allow more natural light into the building.

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.
N/A

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
-
-
8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.
We wish to refurbish the wood decking of the walkway on the north side of the building to preserve the integrity of the building and insure the safety of the clientele.
-
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.
The existing awning is deteriorated and we would like to replace it with a more appropriate size to expose the small framed windows to allow more natural light into the building which is very important for a hair salon. We have seen many buildings throughout Astoria with similar structures that are exposing the same smaller windows.
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.
The existing shingled siding may present a fire hazard and will be replaced with the recommended materials.
-
-

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.

Before



After



Oregon Historic Site Form

Olsen Dry Goods
2921 Marine Dr
Astoria, Clatsop County

LOCATION AND PROPERTY NAME

address: 2921 Marine Dr ☐ apprx. addr

historic name: Olsen Dry Goods

Astoria ☐ vcnt Clatsop County

current/
other names:

Optional Information

assoc addresses:
(former addresses, intersections, etc.)

location descr:
(remote sites)

block nbr: 3 lot nbr: W tax lot nbr: 801

township: 8N range: 9 W map #: 09CB

zip: 97103

PROPERTY CHARACTERISTICS

resource type: Building height (# stories): 2

elig. evaluation: eligible/contributing

primary constr date: 1890 (c. ☒) secondary date: (c.) ☐
(optional--use for major addns)

total # eligible resources: 0 total # ineligible resources: 1

NR status:

NR date listed: (indiv listed only; see
Grouping for hist dist)

primary orig use: Department Store

secondary orig use: Multiple Dwelling

orig use comments:

primary style: Commercial (Type)

prim style comments:

secondary style:

sec style comments:

primary siding: Shingle

siding comments:

secondary siding:

plan type:

architect:

builder:

comments/notes: Flat roof wood-framed structure with wood shingle siding. Multiple-light wood sash storefront with wood panel bulkhead. Decorative features include cornice with wood brackets.

GROUPINGS / ASSOCIATIONS

survey project
name or other
grouping name Astoria Adair-Uppertown RLS 2013

Potential Historic District

farmstead/cluster name:

external site #:
(ID# used in city/agency database)

SHPO INFO FOR THIS PROPERTY

NR date listed:

ILS survey date:

RLS survey date: 3/1/2013

Gen File date:

106 Project(s)

Oregon Historic Site Form

Olsen Dry Goods
2921 Marine Dr
Astoria, Clatsop County

ARCHITECTURAL / PROPERTY DESCRIPTION

(Include expanded description of the building/property, setting, significant landscape features, outbuildings, and alterations)

Original clapboard or shiplap siding covered by wood shingle (unknown period). Wood sash double-hung windows replaced by vinyl sash. Single-light storefront window replaced by multiple-light (unknown period). False wall/storefront addition constructed NE.

HISTORY

(Chronological, descriptive history of the property from its construction through at least the historic period [preferably to the present])

This building is one of the earliest commercial structures still surviving in Uppertown. Sanborn maps indicate this building was present by 1892, and initial construction is estimated at around 1890. The first known record of its use is from 1896 when it housed Mrs. Sarah Olsen's dry goods and notions store. By 1904, Charles Niemi operated a saloon in the building. Niemi was a well known character in Astoria during the 1910s for his involvement in gambling and operation of a "bawdy house" in his Louvre saloon in downtown Astoria. The building housed Henry Sutinen's cigar store during 1913, and by 1915, the business was turned over to John Orjala and Oscar Manula. The two continued in the cigar business and also offered billiards as well. Charles Lauru, an expressman, ran an automobile transfer business from the building during the 1920s, but by the 1930s, the building housed Anderson Men's Furnishings, operated by Jacob N. Anderson, a tailor who lived with his wife, Bertha, in the second floor above the store. The Columbia Hand Laundry, owned by Motoo Hanaoka, occupied the structure in 1940, and by 1946 it had become Evelyn & Earl Cleaners operated by Earl R. and Evelyn H. Hanson. Although the building has been slightly modified recently as a result of restoration/rehabilitation efforts by the current owners, it still conveys a sense of the commercial history of Uppertown and is a rare survivor of 19th century commercial architecture in the neighborhood.

RESEARCH INFORMATION

(Check all of the basic sources consulted and cite specific important sources)

- | | | | |
|--|--|---|---|
| <input type="checkbox"/> Title Records | <input type="checkbox"/> Census Records | <input type="checkbox"/> Property Tax Records | <input type="checkbox"/> Local Histories |
| <input checked="" type="checkbox"/> Sanborn Maps | <input type="checkbox"/> Biographical Sources | <input type="checkbox"/> SHPO Files | <input type="checkbox"/> Interviews |
| <input type="checkbox"/> Obituaries | <input checked="" type="checkbox"/> Newspapers | <input type="checkbox"/> State Archives | <input type="checkbox"/> Historic Photographs |
| <input checked="" type="checkbox"/> City Directories | <input type="checkbox"/> Building Permits | <input type="checkbox"/> State Library | |

Local Library: _____ University Library: _____

Historical Society: _____ Other Repository: _____

Bibliography: Sanborn-Perris Map Co. 1888, 1892, 1896, 1908, 1921, 1924, 1934, 1940
Polk's Astoria City Directory 1892-1946
Morning Astorian 11/29/13 : I
Astoria Daily Budget 7/10/16:5
Astoria Budget 10/22/48:1

STAFF REPORT AND FINDINGS OF FACT

November 9, 2015

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, SPECIAL PROJECTS PLANNER

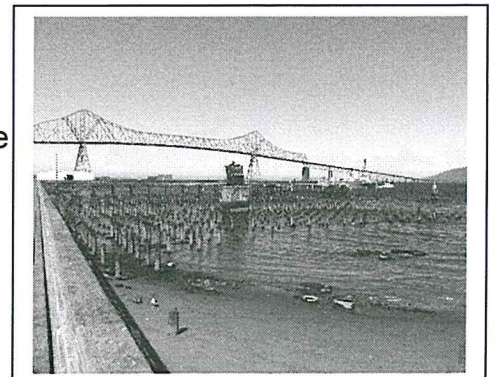
SUBJECT: HISTORIC DESIGNATION (HD15-01) BY HISTORIC LANDMARKS
COMMISSION TO DESIGNATE 3 2ND STREET AS A LOCAL LANDMARK

I. BACKGROUND SUMMARY

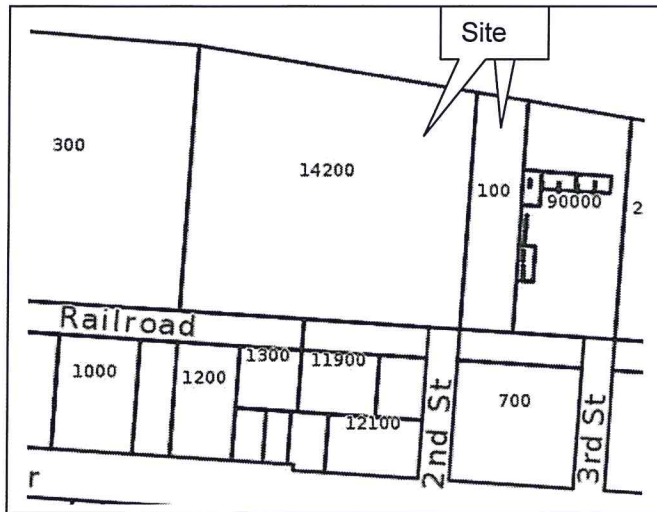
- A. Applicant: Historic Landmarks Commission
City of Astoria
1095 Duane Street
Astoria OR 97103
- B. Owner: Oregon Division of State Lands (Tax Lots 7DA 14200, 7DA 100)
775 Summer Street NE Suite 100
Salem OR 97301-1279
- Clatsop Investment Co Lessee (Tax Lots 7DA 14200, 7DA 100)
- Jill Stokeld Lessee (Tax Lot 7DA 14200)
1612 5th Street
Astoria OR 97103
- Todd Building Co Lessee (Tax Lot 7DA 100)
PO Box 1151
Tualatin OR 97062-1151
- C. Request: To designate an individual property as a Local Landmark.
- D. Location: 3 2nd Street; Map T8N-R9W Section 7DA, Tax Lots 100, 14200;
lots fronting Block 1, McClure's; lots fronting Lots 1 & 2, Block 3,
McClure's; and vacated portion of 2nd Street (book 397, page
733)

II. BACKGROUND

The site proposed for historic designation was once the site of several fish processing companies including White Star, Van Camp, Sanborn, and New England Fish Company. The site contains the remains of those canneries including the White Star boiler, pilings that once supported the



various canneries, and ballast rocks left by the fishing vessels. There are no buildings remaining on the site. The site is located on the north side of the River Trail between vacated 1st Street and east of vacated 2nd Street, from the shoreline to the pier head line. This site is significant due to the unique structural feature remains of the cannery and as a good representation of the many canneries that once were so vital to Astoria's culture and economy. The site is also significant for its connection to the history of Chicken of the Sea, one of the leading seafood companies in operation today worldwide.



Year Built: Earliest document found indicates canneries at this site in 1880.

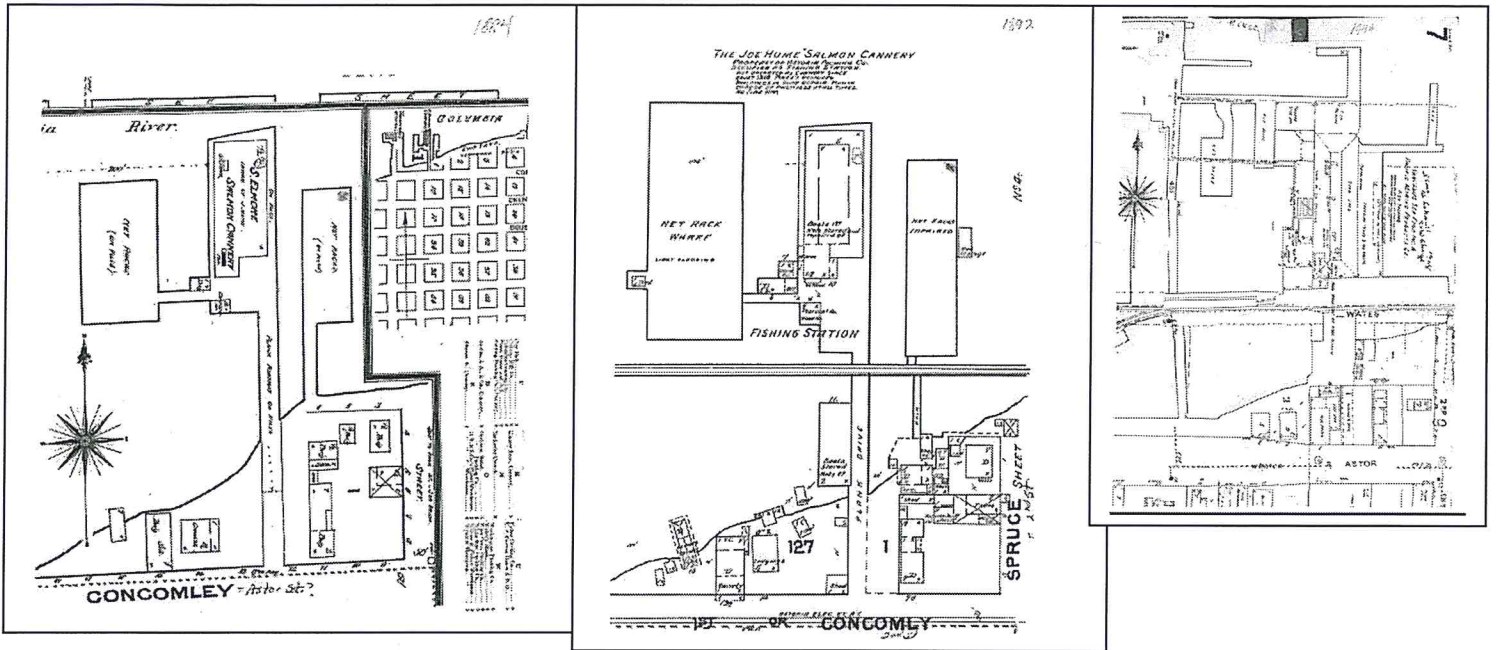
Style: Waterfront industrial (pile support infrastructure & cannery equipment)

Historic Name: White Star Cannery

Common Name: None

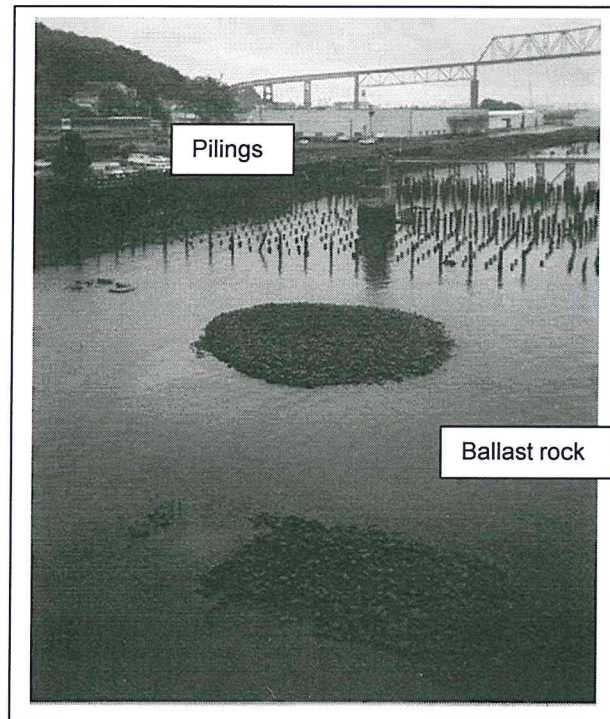
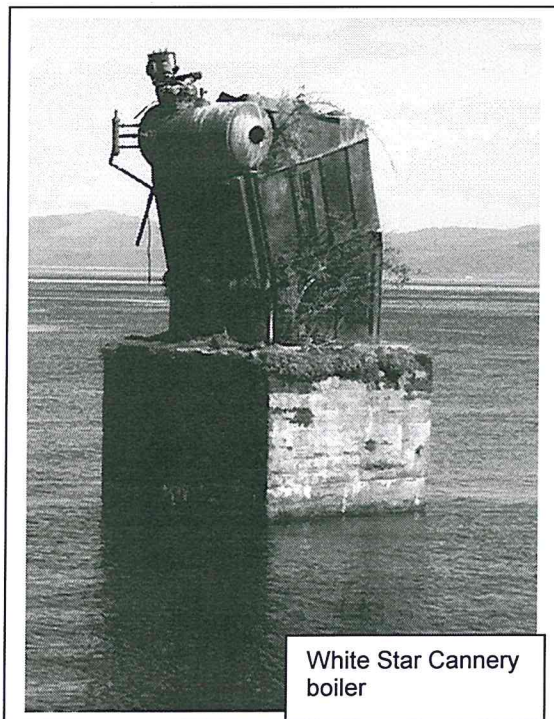
Occupants: See attached "History of Canneries, Businesses, & Site Use" for businesses located at the site. The following are a few highlights of that list:

1880	White Star Cannery built (destroyed by fire 1888)
Pre 1884	S Elmore Cannery
Pre 1888	Joe Hume's Salmon Cannery
1917-1918	S Schmidt & Co.
1920-1921	Anderson Fish Co., Mack Dock, & Sanborn-Cutting Dock
1931	Astoria Fuel & Supply Dock, Union Oil Co. dock
1934	New England Fish Co.
1940	Van Camp Seafood (label includes White Star Cannery), Pacific Marine Products



(See attached site plans from 1884, 1888, 1892, 1896, 1908, 1944)

Alterations: The buildings at this site no longer exist. The remaining features include the pilings that once supported the docks and buildings, a boiler from the White Star Cannery, and ballast left by the fishing vessels. The nomination is for the site and appurtenances, not for a building.



III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on October 23, 2015. A notice of public hearing was published in the Daily Astorian on November 10, 2015. Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Development Code Section 6.040(A) states the *"The Historic Landmarks Commission, City Council or a property owner may initiate the proceedings for designation of a Historic Landmark."*

The application should include the following information as applicable: history of the structure; tenants both residential and commercial; exterior features and materials; alterations to the structure; architect; date of construction; outbuildings; photographs, both historic and current; and any other information available."

Finding: The proposed designation as a historic local landmark is being nominated by the Historic Landmarks Commission. The Division of State Lands owns the submerged lands at the site and has submitted an email supporting the nomination. The Columbia House Condominium Association (Todd Building Co Lessee) has submitted a letter of support. The required information has been submitted.

- B. Development Code Section 6.040(B) states *"For the purposes of Historic Landmark designation, buildings, structures, appurtenances, objects, signs, sites and districts which are listed on the National Register of Historic Places shall be automatically considered a Historic Landmark."*

Finding: The site is not listed on the National Register of Historic Places, therefore cannot be automatically considered a Historic Landmark.

- C. Development Code Section 6.040(C) states *"For the purposes of Historic Landmark designation, buildings, structures, appurtenances, objects, signs, sites and districts which are classified as Primary, Secondary, Eligible/Significant, or Eligible/Contributing shall be automatically considered a Historic Landmark."*

Finding: The site is not within an inventoried area. Therefore, it cannot be automatically considered a Historic Landmark.

- D. Development Code Section 6.040(E), Criteria for Historic Landmark Designation, states that *"The Historic Landmarks Commission shall consider and weigh the following criteria in making a determination of potential historic significance:"*

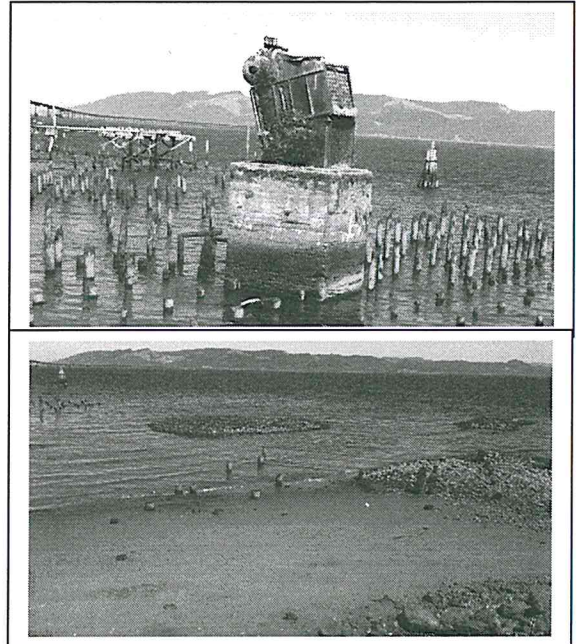
"1. Physical Integrity.

Property is essentially as constructed on original site. Sufficient original workmanship and material remain to serve as instruction in period fabrication."

Finding: The buildings of the former canneries were destroyed by fire or other means many years ago. The pilings that once supported those buildings are still intact indicating the original location of some of the buildings.

The White Star Cannery boiler is the only other remaining structural feature of the buildings and seafood operation at this site. Few features such as this remain within the City to represent the fishing industry in Astoria.

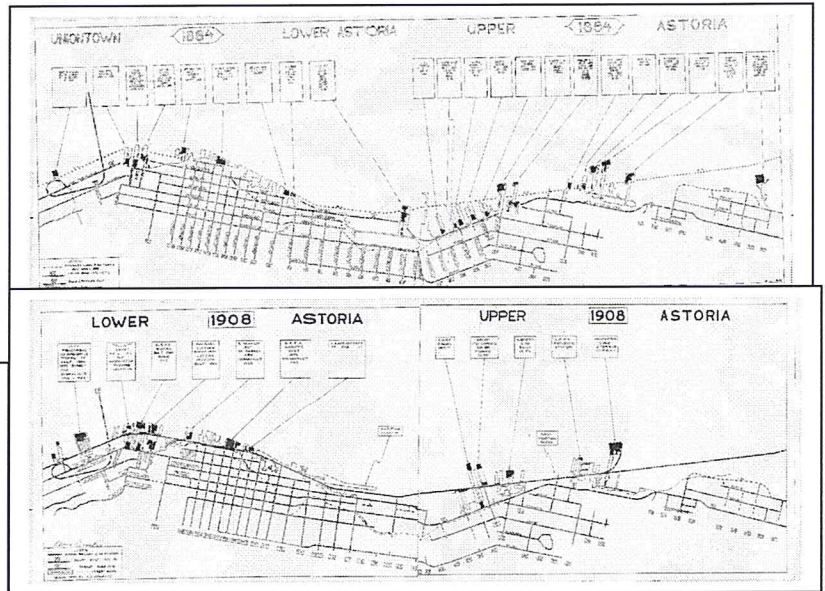
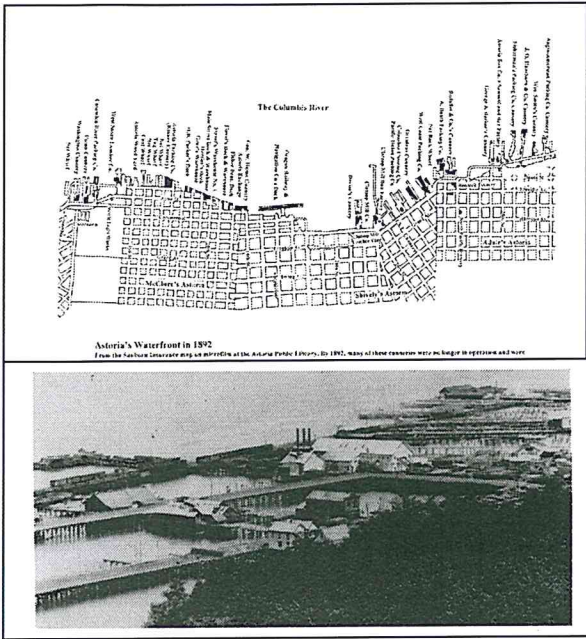
The remaining ballast rocks are indicative of the former method of using rocks to stabilize ships until they were loaded with cargo. Modern technology utilizes tanks with sea water for ballast. The ballast remains in its original position and were not used in sea wall construction as it was elsewhere.



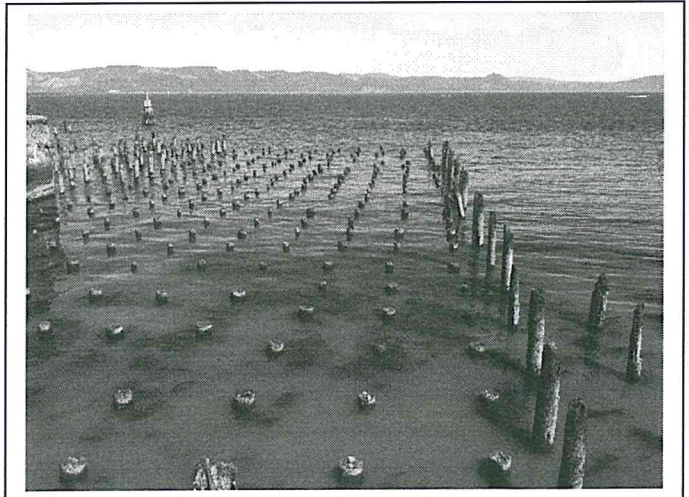
"2. Architectural Significance.

Rarity of type and/or style. Property is a prime example of a stylistic or structural type, or is representative of a type once common and is among the last examples surviving in the City. Property is a prototype or significant work of an architect, builder, or engineer noted in the history of architecture and construction."

Finding: The Columbia River waterfront was once lined with over 50 canneries along with the numerous associated businesses and buildings. Astoria was the corporate headquarters (10 6th Street) for Bumble Bee Seafood and also had facilities for other National seafood companies such as Van Camp, New England Fish, and Chicken of the Sea. With the decline of fishing in the area, the corporate offices moved to better fishing grounds which led to the deterioration and demolition of many of the over-water fishing industry buildings. Only a few buildings remain in various states of repair. In most areas, pile fields are all that remain.



The remaining pile fields tell the story of these former canneries and the development of the Astoria waterfront. As new over-water development occurs, the pilings are being replaced and/or hidden by the new construction over them. The Oregon Division of State Lands (DSL) owns most of the submerged lands in Astoria and can lease the areas to any individual for multiple purposes allowed by the City Development Code. One of the allowable DSL use leases includes the removal of pilings for reuse and/or sale. With the various uses that could eliminate and/or cover the remaining pilings, it is important to preserve this pile field as an example of the support structures of the many former fish processing facilities in Astoria. While it is not one of the last examples of this infrastructure, it is fairly intact and the other sites are not protected and could be destroyed. Designation of this site would guarantee that one example would remain.

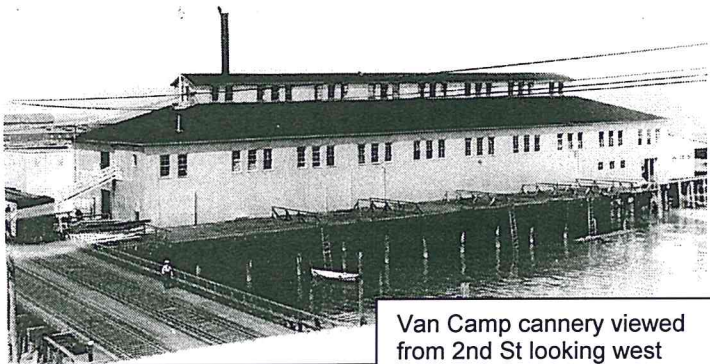


The site is a good example of a structural type (support pilings) representative of the type of supports once common along the waterfront and is among some of the last intact examples surviving in the City.

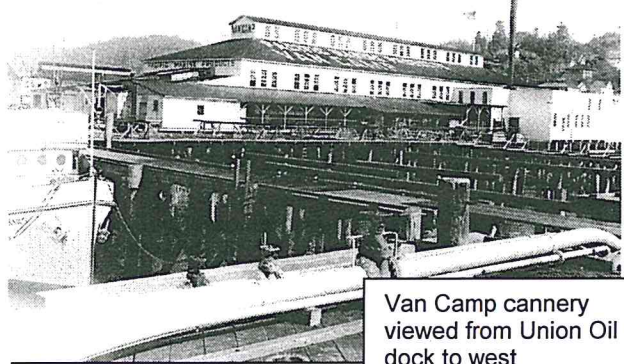
“3. Historical Significance.

Property is associated with significant past events, personages, trends or values and has the capacity to evoke one or more of the dominant themes of national or local history.”

Finding: The site proposed for historic designation was once the site of several fish processing companies including White Star, Van Camp, Sanborn, and New England Fish Company. Van Camp Seafood, which included the White Star Cannery label, officially changed its name to Chicken of the Sea, a worldwide firm still in operation today. The site has a good example of the pilings that once supported the cannery buildings.



Van Camp cannery viewed from 2nd St looking west



Van Camp cannery viewed from Union Oil dock to west



Schmidt cold storage looking east



Looking toward northeast

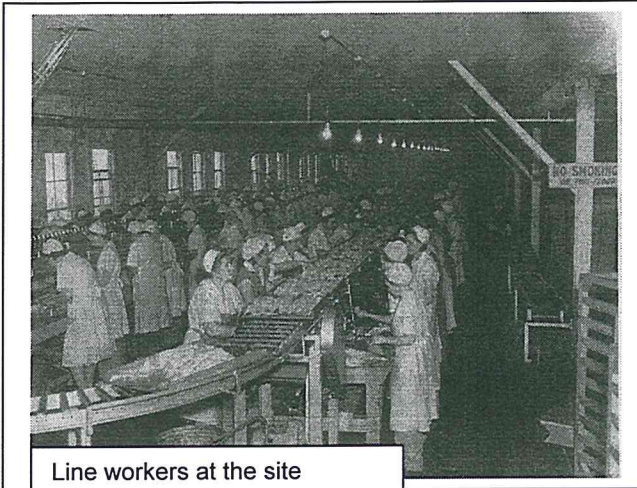
The association of this site with various canneries is significant. Not only does it represent the history of the development of Astoria as a fishing community, but it is associated with a company that is still in operation worldwide (Chicken of the Sea). The phrase Chicken of the Sea, first devised as a way to describe the taste, was so successful that soon it also became the company



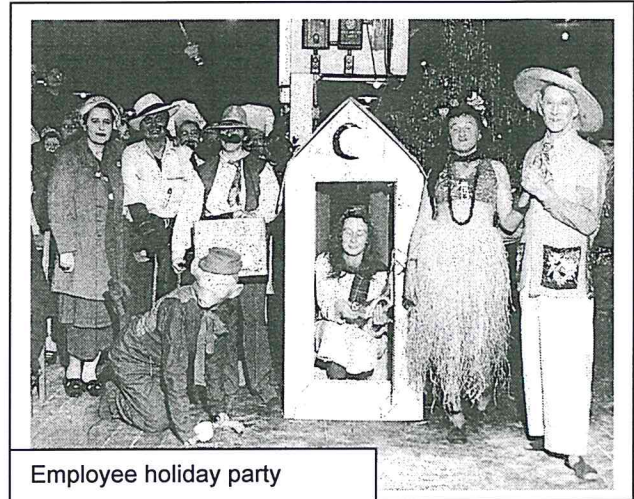
Early Chicken of the Sea mermaid at an on-site event.

name. The mermaid icon became official in 1952.

These canneries were part of the everyday lives of those who worked in them; not just as a place of work, but also as a place to have family / company activities and celebrations adding to the cultural history of the site.

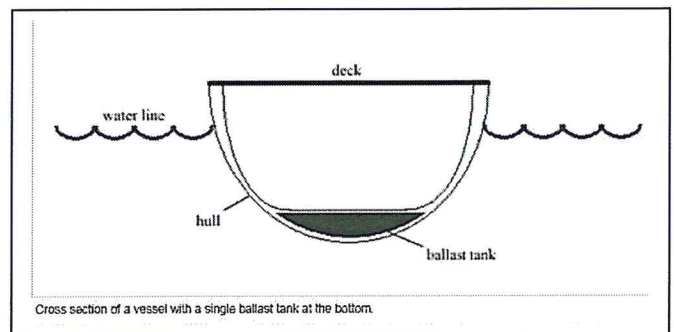


Line workers at the site

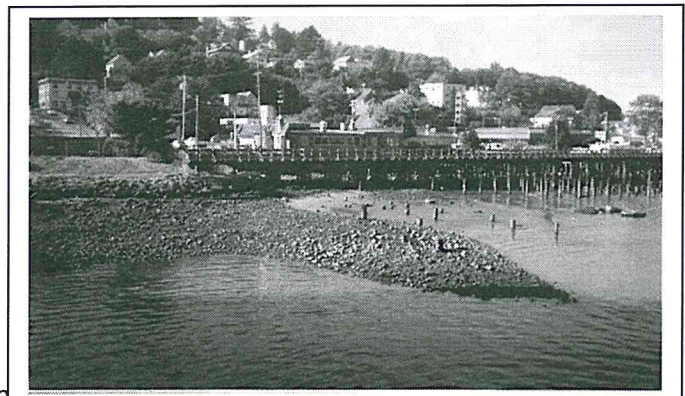
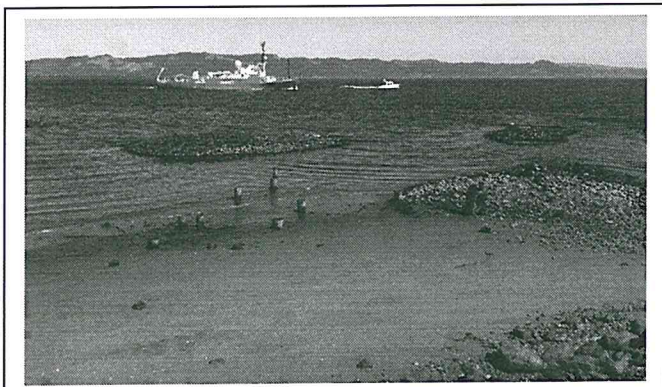


Employee holiday party

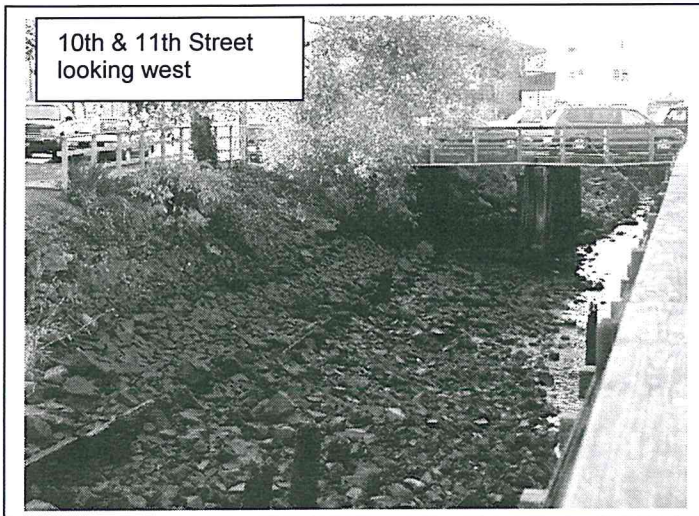
Part of the process of transporting fish is the use of ballast rock (generally river cobbles of all different shapes) to stabilize the ships when empty. Wooden sailing vessels were inherently buoyant, and tall masts made them extremely top heavy. Ballast stones were added or removed as the weight of cargo, supplies, or ordinance changed. Anchors and extra cannon were also sometimes used as ballast. The ballast rock from the fishing vessels was placed along the shoreline and under the buildings as the processed fish was loaded on the ships. Today, ships have water tanks used for ballast and the sea water can be added or dumped with no visual impacts.



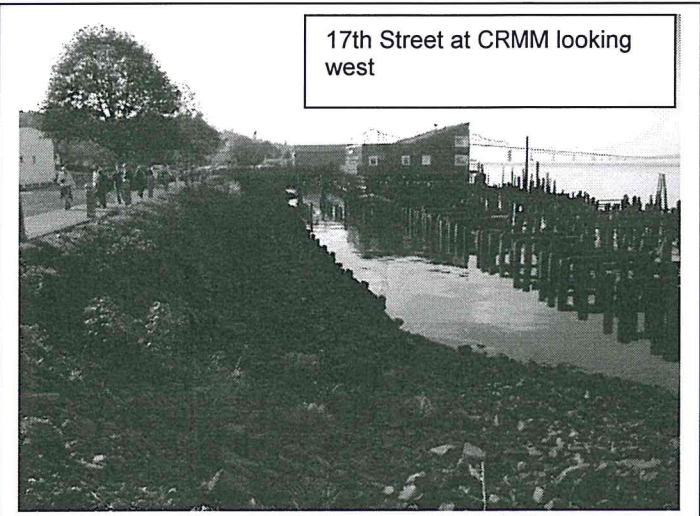
Cross section of a vessel with a single ballast tank at the bottom.



In the nineteenth century, cargo boats returning from Europe to North America would carry quarried stone as ballast, contributing to the architectural heritage of some east coast cities (for example Montreal), where this stone was used as building material. In Astoria, some of the ballast was used along the river bank to create a shoreline wall, commonly known here as the “Chinese Wall”. Examples of these walls can be seen at the foot of 17th Street west of the Columbia River Maritime Museum, and along the shore between 10th and 11th Streets. The site proposed to be designated is one of the only sites where ballast can be seen in its original location and not reused in a shoreline wall.



10th & 11th Street
looking west



17th Street at CRMM looking
west

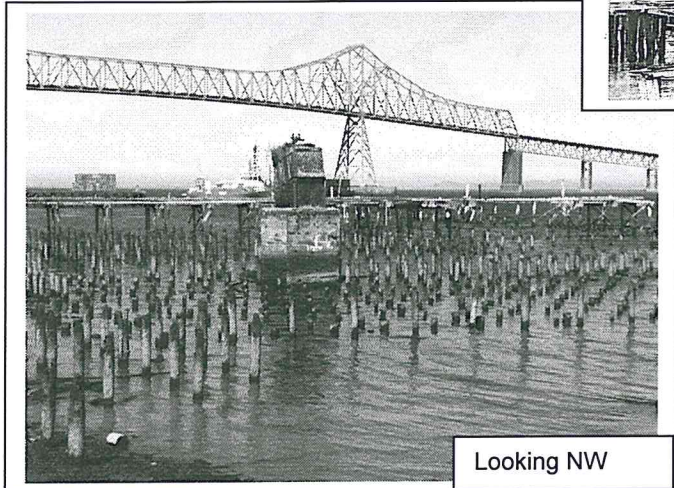
The site also has one of the few remaining features from a cannery. The iconic boiler of the White Star Cannery is a prominent feature along the waterfront. This feature is highly photographed by locals and visitors and the site is home to a vast array of birds throughout the year.



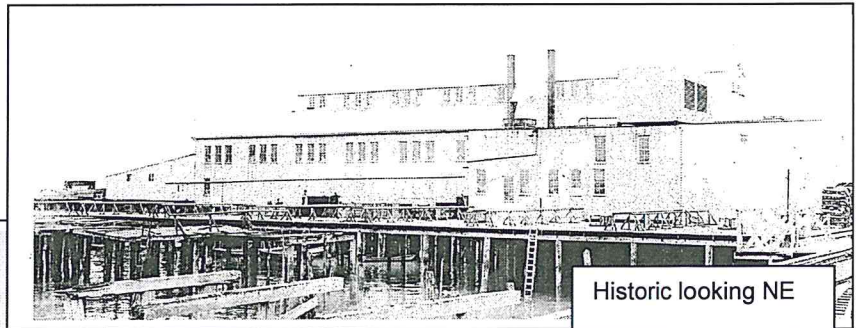
Photo by Daily Astorian

In her Statement of Significance concerning the boiler, CCC Historic Preservation student Serena Orwick, reported that *“The boiler of the White Star Cannery is significant under Criterion A for its historic association with the fish canning industry in Astoria. Fish canning started in Astoria in 1865 and by 1875 Astoria was referred to as “the salmon center of the world”. Between 1874 and 1876, Astoria’s population doubled, reaching 2,000 permanent residents and 2,000 more seasonal residents during fishing season. In 1883, 55 canneries could be found along the Columbia River. Astoria’s economy was based on fishing, fish processing, and lumber. The primary commercial center developed in Lower Astoria. Because of habitat destruction and over fishing, the decline of the annual salmon runs caused a number of*

canneries to fail. By 1908, only eight canneries remained in Astoria. The White Star Cannery in Astoria burned down in 1973 and all that remains is the boiler. This remnant represents the time in Astoria's history when we were considered the port town of the West coast rivaling even Portland and Seattle."



Looking NW



Historic looking NE

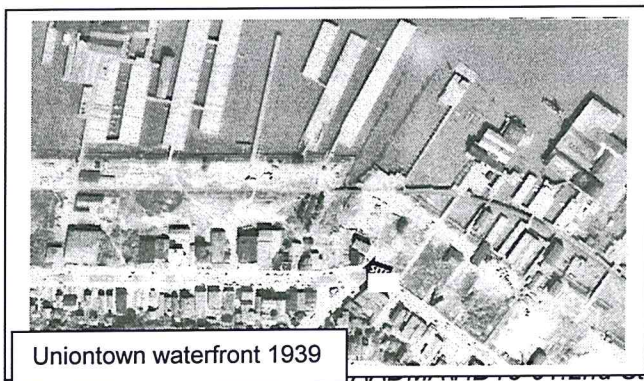


Looking NE

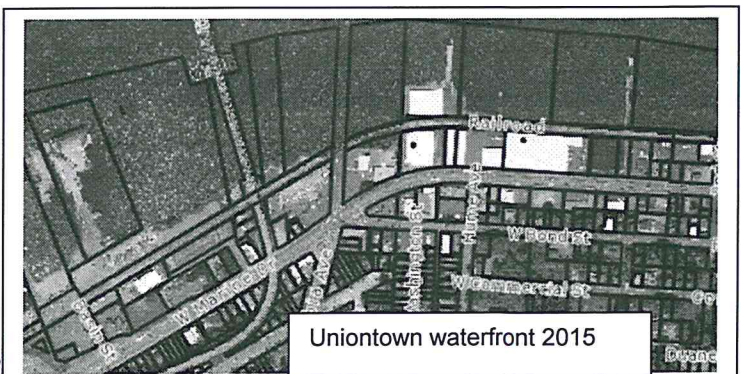
"4. Importance to Neighborhood.

Property's presence contributes and provides continuity in the historical and cultural development of the area."

Finding: As noted above, the site is representative of the importance of the former cannery buildings that once dominated the Astoria waterfront. The Uniontown neighborhood was settled and developed by fishermen from Finland and other Scandinavian countries as well as Chinese laborers. Uniontown was home to many of the larger canneries including Sanborn cannery and Elmore cannery. All of these canneries are gone and many of the sites have been replaced with newer buildings. The fact that this site has three elements from that era remaining (pilings, boiler, ballast) is a constant reminder to those who visit the site of the cultural development of this neighborhood as well as all of Astoria.



Uniontown waterfront 1939



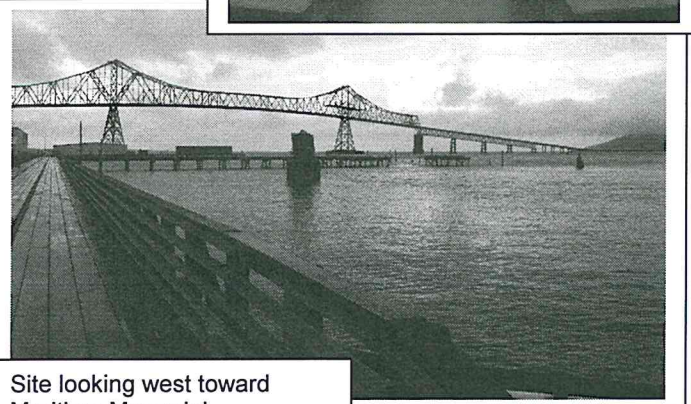
Uniontown waterfront 2015

“5. Symbolic Value.

Through public notice, interest, sentiment, uniqueness or other factors, property has come to connote an ideal, institution, political entity or period.”

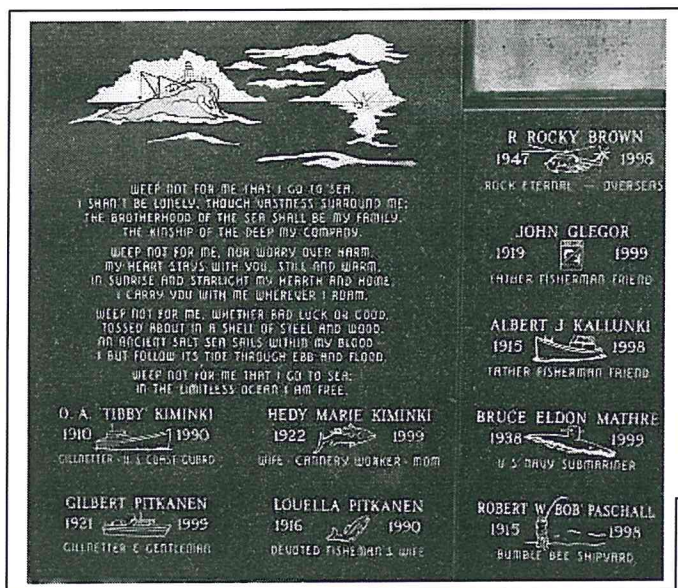
Finding: This site has become a popular attraction along the waterfront for both locals and visitors. The remains of the former cannery and fishing industry invoke a sense of wonder on what the waterfront looked like in days gone by. The site has come to represent the realization that we are quickly losing the few remaining remnants of that industry. Other sites such as “Big Red” at 100 30th Street, Pier 39, and Alderbrook Station at 40th Street are some of the only “buildings” left to be seen. While the HLC is the applicant on this request, there were numerous citizens that urged staff to consider designation of the site. An article by the *Daily Astorian*, dated 2-6-15, and an editorial, dated 2-9-15 (attached), spoke about the local interest in the site.

The site is just a short distance from the Maritime Memorial which commemorates Astorians’ connection to the River. The popularity of this Memorial shows the sentiment that Astorians have for their heritage in the various vocations and avocations on the River.



Site looking west toward Maritime Memorial

Portion of Maritime Memorial wall with poem and individual plaques



“6. Chronology.

Property was developed early in the relative scale of local history or was early expression of type/style. The age of the building, structure, site, or object should be at least 50 years, unless determined to be of exceptional significance.”

Finding: Buildings on this site date to 1880. The White Star Cannery was part of the Van Camp facility which was on the site by 1940. White Star was destroyed by fire in 1978 so the boiler pre-dates that date. Based on information from Sanborn Maps and Polk City Directories, earlier canneries included New England Fish Co (1934), Joe Humes Cannery (1888), S Schmidt & Co. Fish Packing (1908), S Elmore Salmon Cannery (1884). See the attached time line of canneries and use of this site.

HLC Rating: The following ratings were submitted by members of the Historic Landmarks Commission for consideration of the nomination.

1. Physical Integrity	6.0	1.5	0.0	1.5	0.0
2. Architectural Significance	10.0	2.5	12.5	5.0	0.0
3. Historical Significance	12.5	7.5	12.5	10.0	12.5
4. Importance to Neighborhood	7.5	6.0	7.5	4.5	4.5
5. Symbolic Value	7.5	6.0	7.5	7.5	7.5
6. Chronology	2.5	2.0	2.5	2.0	2.5
TOTAL	46.0	25.5	42.5	30.5	27.0

AVERAGE: 34.5 (Noteworthy)

- F. Development Code Section 6.040.E.7, Criteria for Historic Landmark Designation, states that *“The Historic Landmarks Commission shall consider and weigh the following criteria in making a determination of potential historic significance: 7. The request shall be consistent with the applicable goals and policies of the Comprehensive Plan.”*

The following Comprehensive Plan Policies and Goals are applicable to the request:

1. CP.250.1, Historic Preservation Goals, states that the City will *“Promote and encourage, by voluntary means whenever possible, the preservation, restoration and adaptive use of sites, areas, buildings, structures, appurtenances, places and elements that are indicative of Astoria's historical heritage.”*

Finding: While there are no “buildings” the goal specifically identifies sites, appurtenances, places, and elements as worthy of preservation. The designation of this site would preserve a site and the remaining

elements that are indicative of Astoria's historical heritage in the fishing industry.

2. CP.250.2, Historic Preservation Goals, states that the City will *"identify and encourage the inclusion of as many qualified buildings and structures as possible on the National and/or State register of historic places, and maintain a City registry under the stewardship of the Historical Buildings and Sites Commission."*

Finding: The City of Astoria maintains a register of historic places. The City encourages property owners to include their properties on the register. The buildings no longer exist, but the remaining features are of historic value to Astoria. The property owner, Oregon Division of State Lands supports the nomination. The Columbia House Condominium Association (Todd Building Co Lessee) also supports the nomination. The site and features warrant inclusion as a Local Landmark.

3. CP250.5, Historic Preservation Goals, states that the City will *"Document the social, economic, cultural, educational and other public benefits to be derived from Astoria historic preservation efforts."*

Finding: The request is to designate the site including the boiler, pile field, and ballast rock to preserve the history of the fishing industry in Astoria. Fishing and the canneries were a big part of the development of Astoria and are ingrained in the cultural history of its citizens. It is recommended that an interpretive sign be installed to tell the story of this industry and the use of the site. While this is not the only site with pile field and remaining building features, it is a good example and provides a good opportunity to relate the story of the economic and cultural development of Astoria.

Finding: The proposed nomination is consistent with the Comprehensive Plan.

VI. CONCLUSION AND RECOMMENDATION

The request meets the applicable review criteria. Staff recommends that the Historic Landmarks Commission approve the request based on the Findings of Fact above.



CITY OF ASTORIA

Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

HD

FEE: \$50.00

HISTORIC DESIGNATION

Property Location: Address: _____

Lot _____ Block _____ Subdivision None

Map 7DA Tax Lot 14200 & 100 Zone A-2

Applicant Name: Historic Landmarks Comm,

Mailing Address: 1095 Duane

Phone: 338-5183 Business Phone: _____ Email: _____

Property Owner's Name: DSL ¹⁴²⁰⁰ Leased to: Jill Stokeld

Mailing Address: _____ 1615-5th, Astoria

Business Name (if applicable): _____ Ship Inn, 1-2nd.

Signature of Applicant: [Signature] Date: _____

Signature of Property Owner: _____ Date: _____

HISTORIC INFORMATION: Briefly give a history and architectural description of the building or site requested for Historic Designation and state why this request should be approved. The City may be able to provide some historic technical assistance on your proposal.

TL 100 Leased to: C. Investment Co, Todd Bldg Co, POB 1151, Seaside

FILING INFORMATION: Historic Landmarks Commission meets at 5:15 pm on the third Tuesday of each month. Completed 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.

to designate the site and remaining features from the historic causes as

PROPERTY OWNER RIGHTS: ORS 197.772(3) states that "A local government shall allow a property owner to remove from the property a historic property designation that was imposed on the property by the local government." This does not apply to properties listed on the National Register of Historic Places, or properties located within a National Register Historic District. It also does not apply to an application for Historic Designation initiated by the property owner as it is not "imposed" by the City.

For office use only:

Application Complete:		Permit Info Into D-Base:	<u>2-4-14</u>
Labels Prepared:		Tentative HLC Meeting Date:	
120 Days:			

City Hall • 1095 Duane Street • Astoria, OR 97103 • Phone 503-338-5183 • Fax 503-338-6538

rjohnson@astoria.or.us • www.astoria.or.us

HISTORY OF CANNERIES, BUSINESSES, & SITE USE
February 2015

DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
1868		New England Fish Co., founded in Boston Mass	
1871		Joe Hume come to Astoria and starts Joe Hume Salmon Cannery sometime before 1888	
1873			Baddolet & Company built the first cannery in Astoria at 33rd & Lief Erikson Drive
1875			By 1875, there were 17 salmon canneries in operation in the vicinity of Astoria on both sides of the river.
			Cutting Packing Co opened in Uniontown and later became Columbia River Packing Co.
1877			By 1877 there were 30 canneries along the lower Columbia River, supplied by 1,000 gillnet boats.
1880			White Star Cannery built
1881			Union Packing Co. built in Uniontown
1883			In 1883 there were 55 canneries operating on the Columbia
1884			Samuel Elmore Salmon Cannery built
1887		Northern Pacific Railroad terminus in Tacoma allowed transporting fish overland	
1888	Joe Hume Salmon Cannery		White Star Cannery destroyed by fire
1889			22 canneries on Columbia: 8 in lower Astoria 3 in upper Astoria
1892	Joe Hume Salmon Cannery		
1894		New England Fish Co., establishes west coast facility	
1896	Joe Hume Salmon Cannery		

DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
			Union Fisherman's Co-Operative Packing Co formed (current site of Cannery Pier Hotel)
1898			Elmore Cannery built at foot of Flavel St (current site of Astoria Warehousing)
1908	S Schmidt & Co Fish Packing		
			Bumble Bee Seafood brand began from Columbia River Packers Assoc.
1914		Van Camp Seafood established in CA	
1917-1918	Schmidt S. & Co., Waterfront & 1st		
		Van Camp Seafood provides canned fish for WWI home front - labels includes White Star / Chicken of Sea	
1919			23 Salmon canneries on Columbia including Sanborn Cutting Packing Co
1920-1921	Anderson Fish Co. Mack Dock		
	Sanborn-Cutting Dock		
	Schmidt S & Co., foot of 1st		
1922			9 Shad canneries on Columbia including Sanborn Cutting Co
1923		New England Fish Co opens six large fresh and frozen fish plants in Oregon, Washington, B.C. and Alaska	
1925	?		
1930		Chicken of Sea name established by Van Camp Seafoods	
1931	Astoria Fuel & Supply Dock		
	Union Oil Co. Dock		

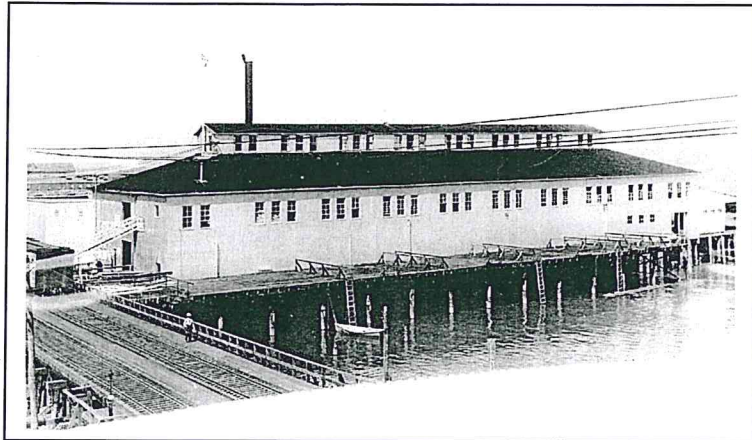
DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
		New England Fish Co headquarters moved from Boston, Mass, to Seattle, WA, because the bulk of its operations were on the West Coast	
1934	New England Fish Co., Waterfront & 1st		
1936	New England Fish Co., Waterfront & 1st		
	Union Oil Dock, 2nd		
1938	New England Fish Co., Waterfront & 1st		
	Union Oil Dock, 2nd		
1940	Pacific Marine Products (fish), foot 1st		
	Van Camp Seafood, 185 W. Bond		
1942	Pacific Marine Products (fish), foot 1st		
	Van Camps Seafood Co. Inc., foot 1st		
1946	Pacific Marine Products – fish canners, foot 1st		
	Union Oil Dock, 2nd		
	Van Camp Sea Food Co. Inc. - canners		
1948	Pacific Marine Products – fish canners		
	Union Oil Co. Dock		
	Marine Market Inc. - oils & lubricants		

DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
	Van Camp Sea Food Co. Inc. - canners		
1949-1950	Union Oil Dock, 1st		
	Marine Market - oils & lubricants		
	Van Camp Sea Foods - cannery		
1953-1954	Union Oil Dock		
	Marine Market - oils & lubricants		
	Van Camp Sea Foods - cannery		
1955	Union Oil Dock		
	Marine Market - oil and lubricants		
	Van Camp Sea Food Co. Inc. - fish packers		
1959	Union Oil Dock		
	Marine Market		
	(No Van Camp)		
1962	Hugo's Marine Service - oils and lubricants		
	Union Oil		
1963	Hugos Marine Service oils and lubricants		
	Union Oil - dock		
1965	Hugo's Marine Service - oils and lubricants		
	Union Oil Dock		
1968	Same 2		
1969	Same 2		
1970	Same 2		
			By 1970 only 5 canneries were left on the Columbia River.
1972	Same 2		
1973	Jim's Marine Service - oils and lubricants		

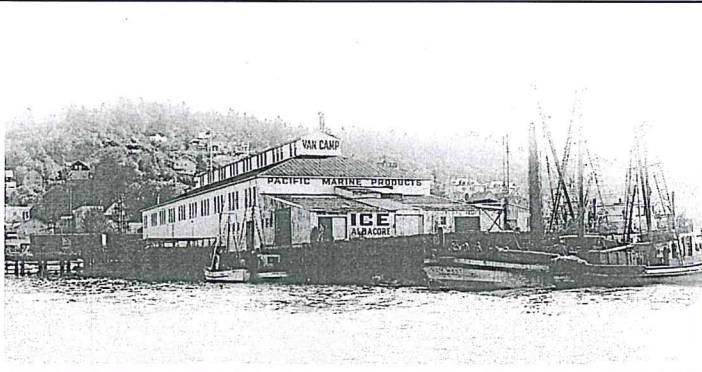
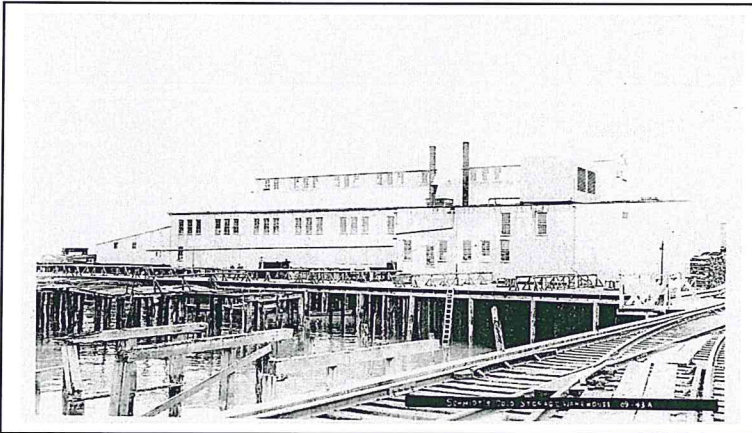
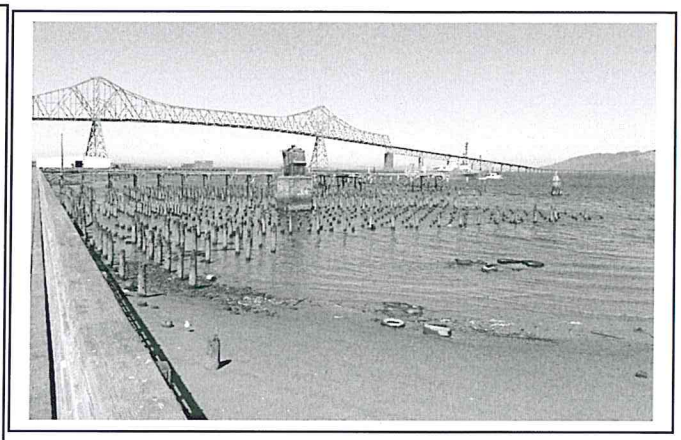
DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
	Union Oil Dock		
			White Star cannery burns
1974	Same		
1975	Same		
1976	Same		
1978	Same		
1979	Same		
1980	Vacant		
	Union Oil		
			The last major cannery on the Columbia, the Bumble Bee facility at Astoria, closed
1981	Vacant		
	Union Oil		
1986	Union Oil		
2010			Bumble Bee headquarters at 10 6th Street burns

HD15-01 HISTORIC DESIGNATION PHOTOS 3 2ND STREET

Historic View



Current View

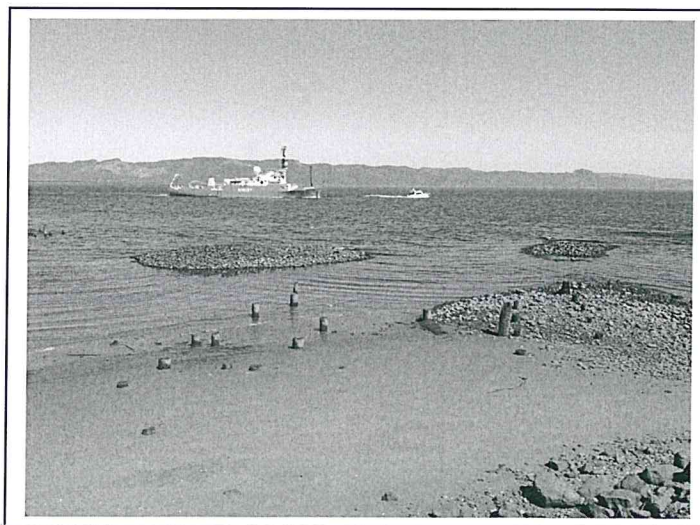
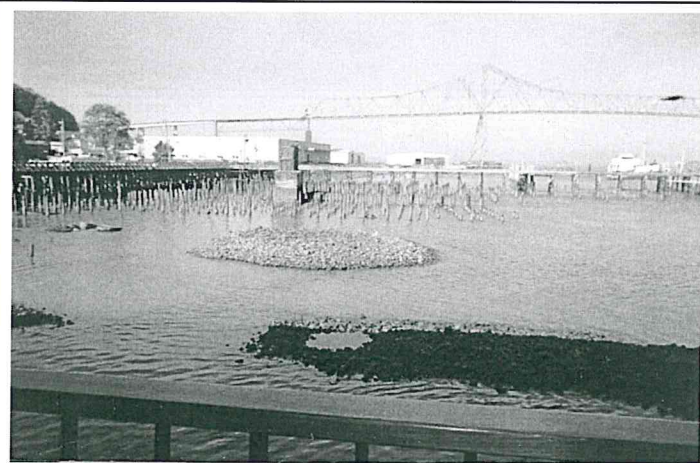
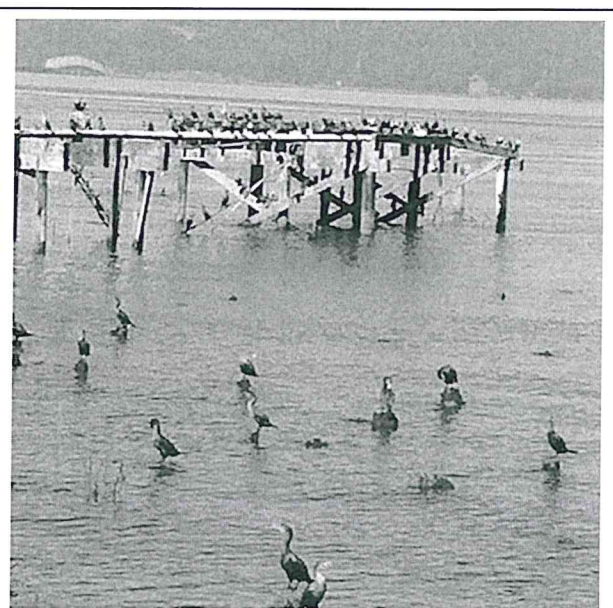


Site in 1966

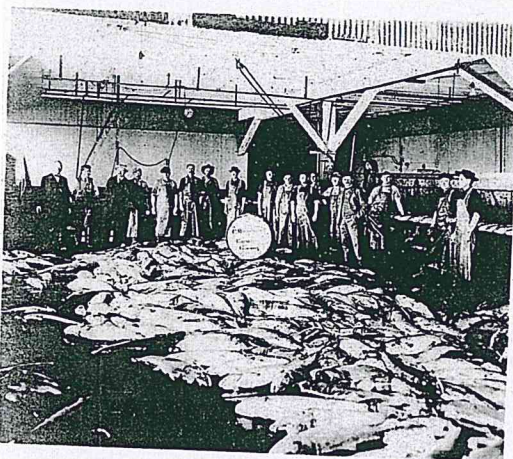
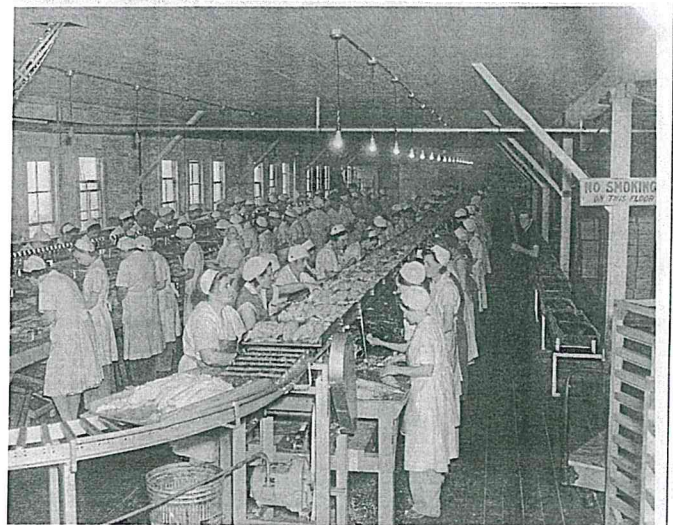
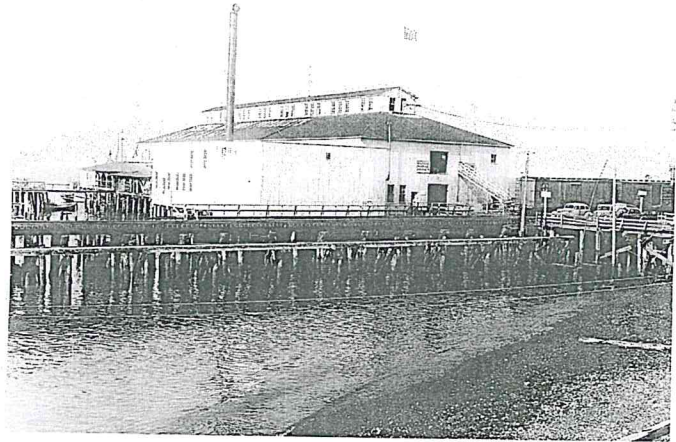


Site in 2011

Miscellaneous Current Photos



Miscellaneous Historic Photos

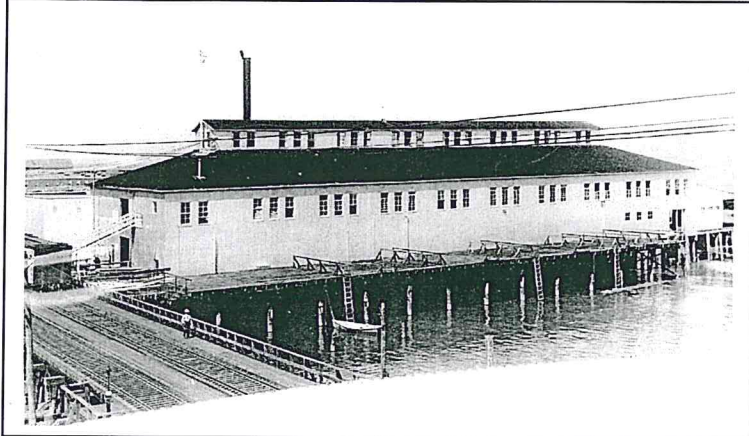


This picture was
taken at Schmidt's
Cold Storage
Aug 10th 1907

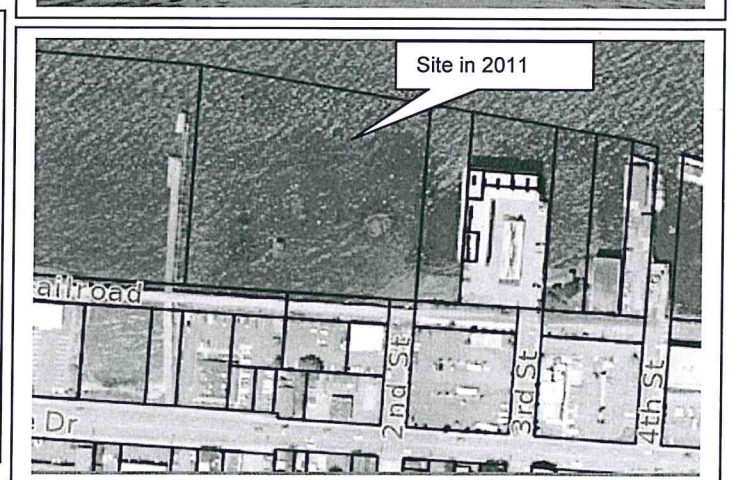
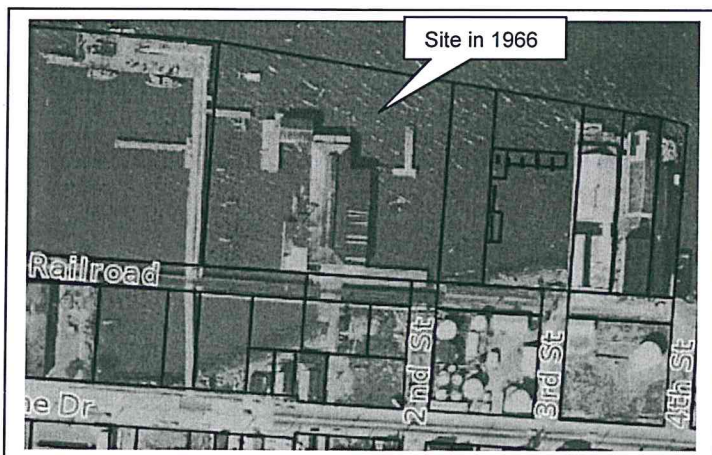
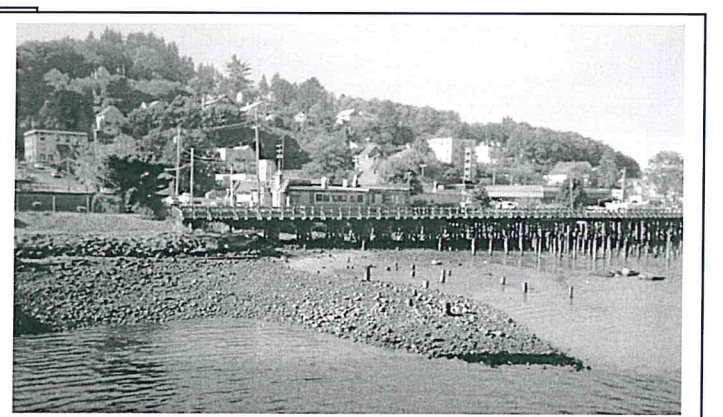
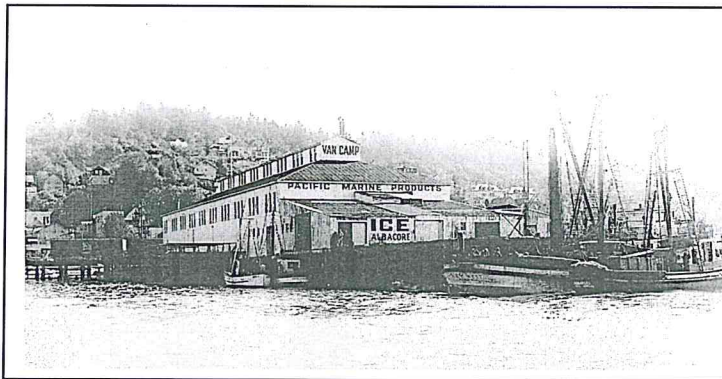
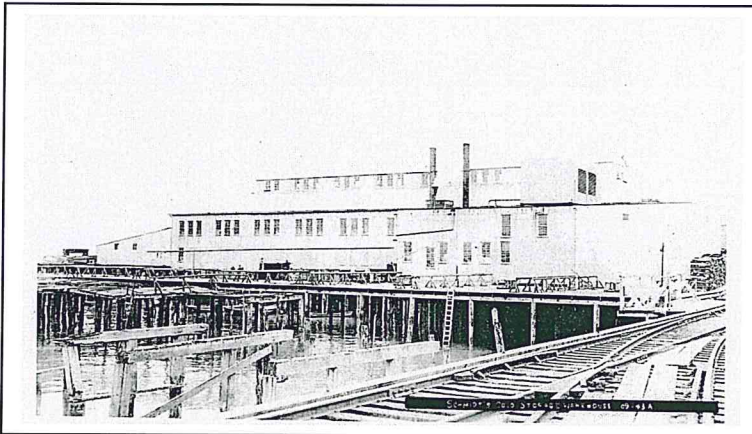
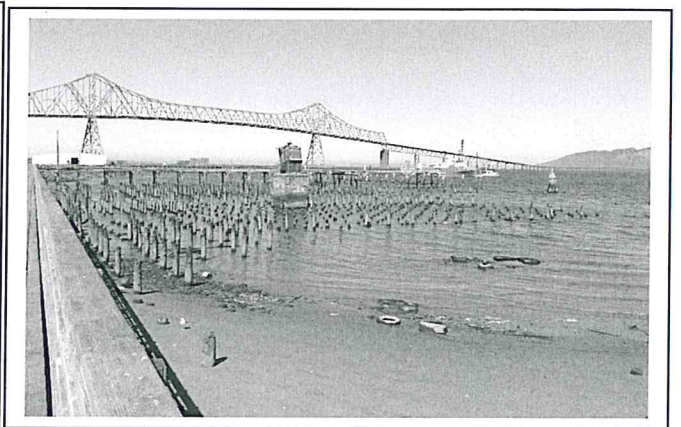


HD15-01 HISTORIC DESIGNATION PHOTOS 3 2ND STREET

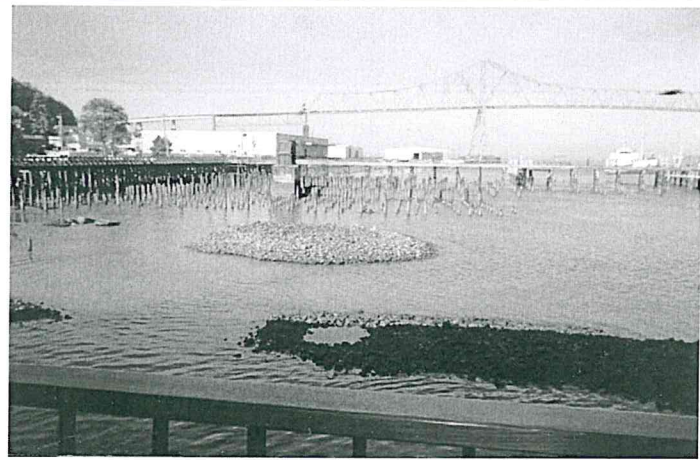
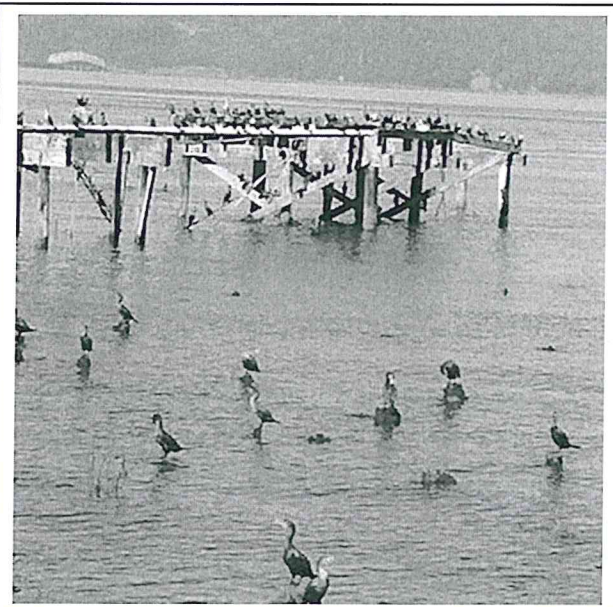
Historic View



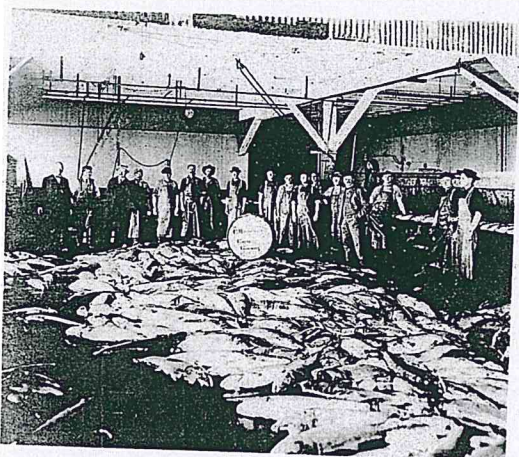
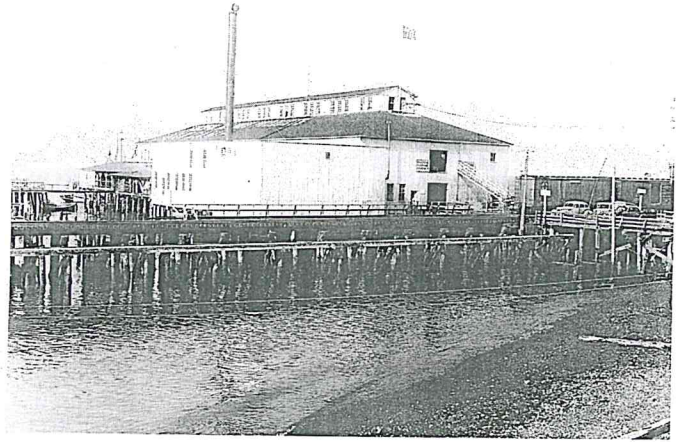
Current View



Miscellaneous Current Photos

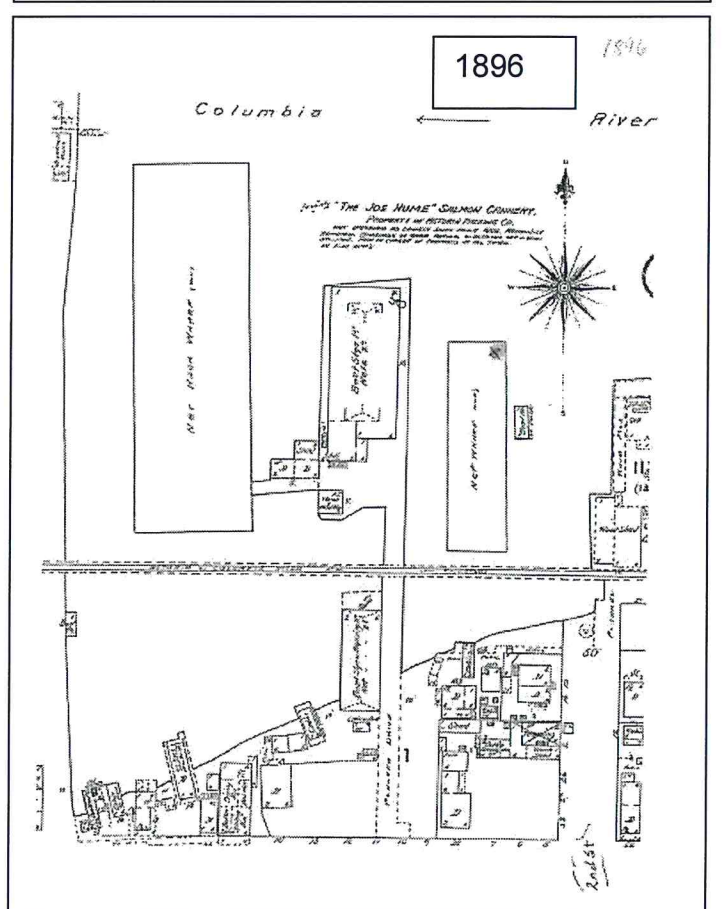
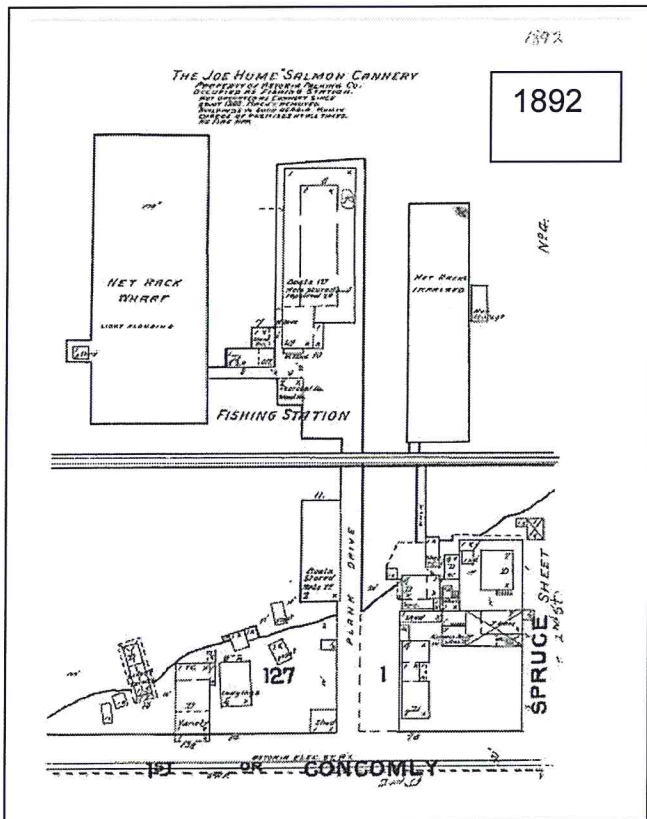
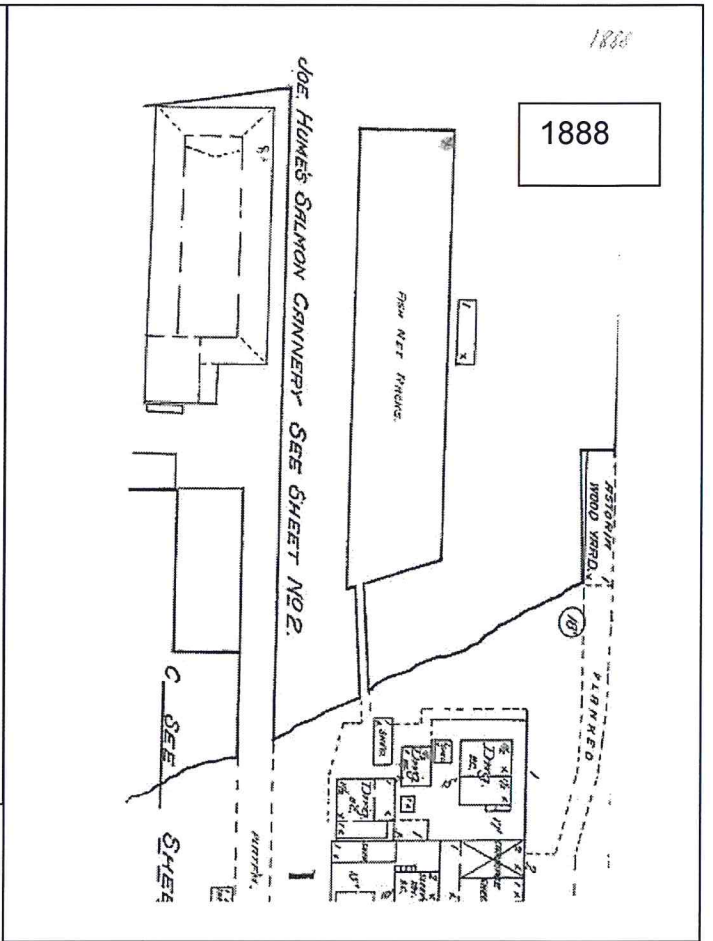
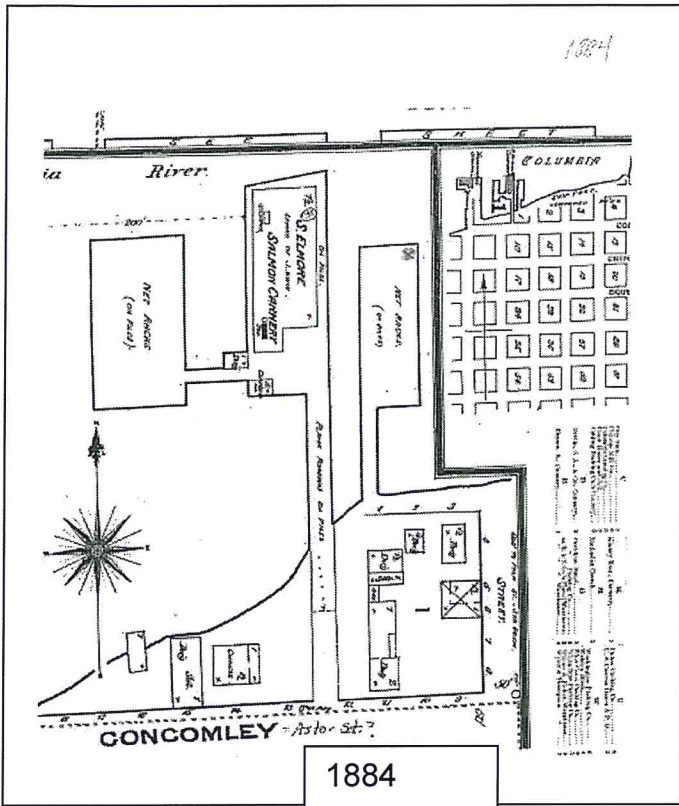


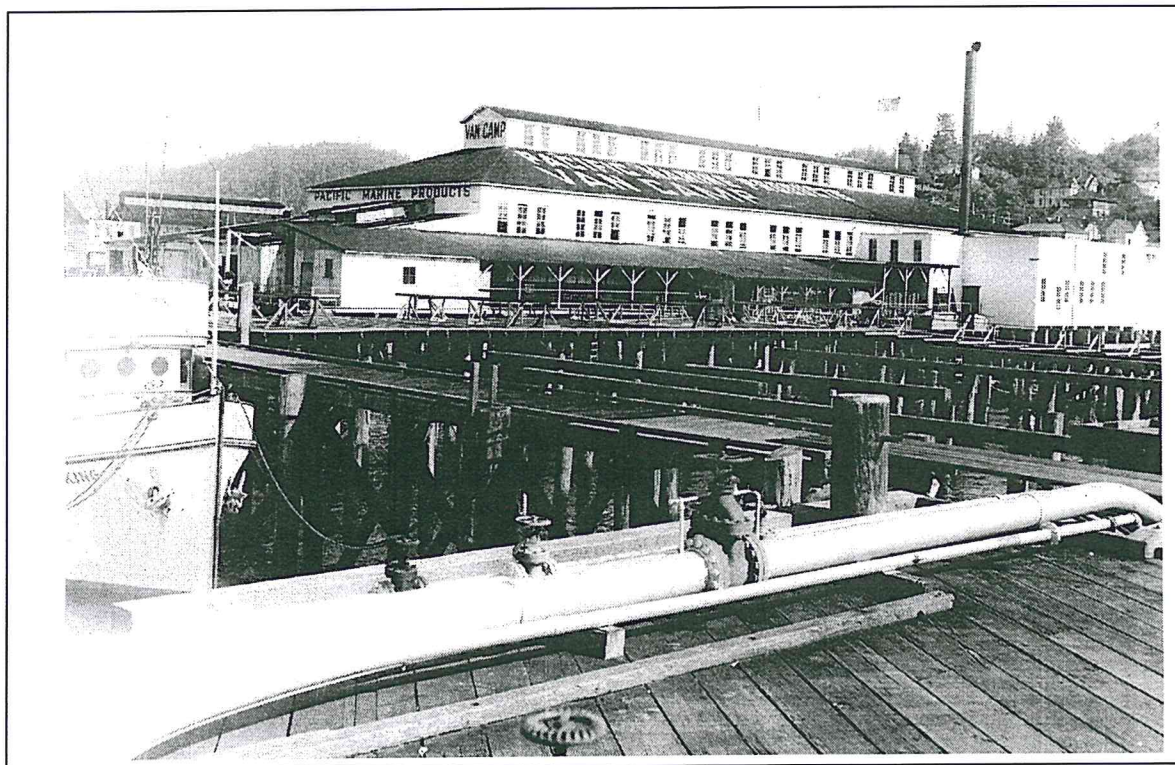
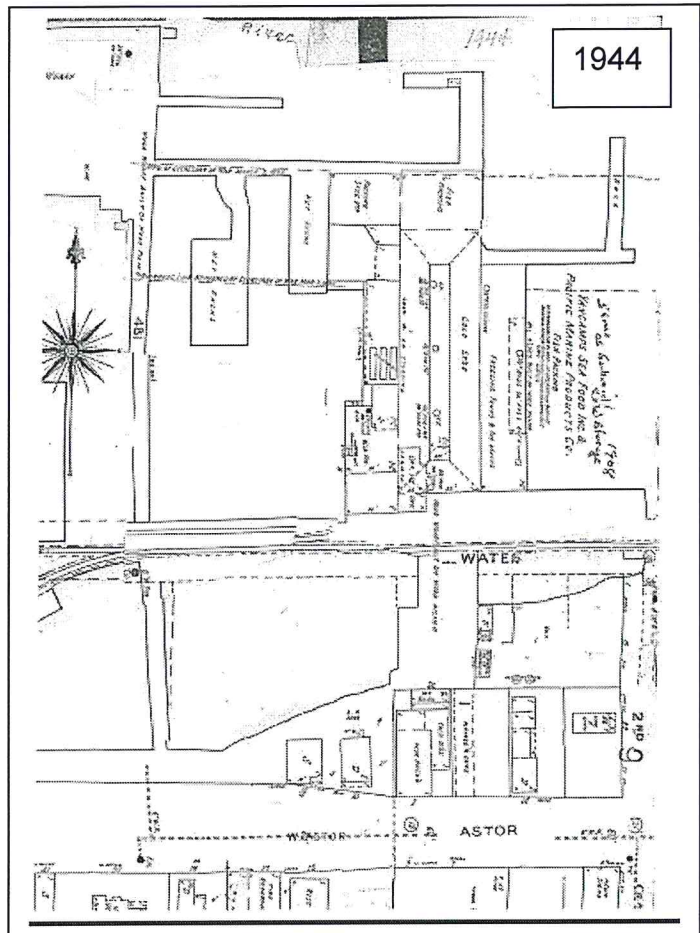
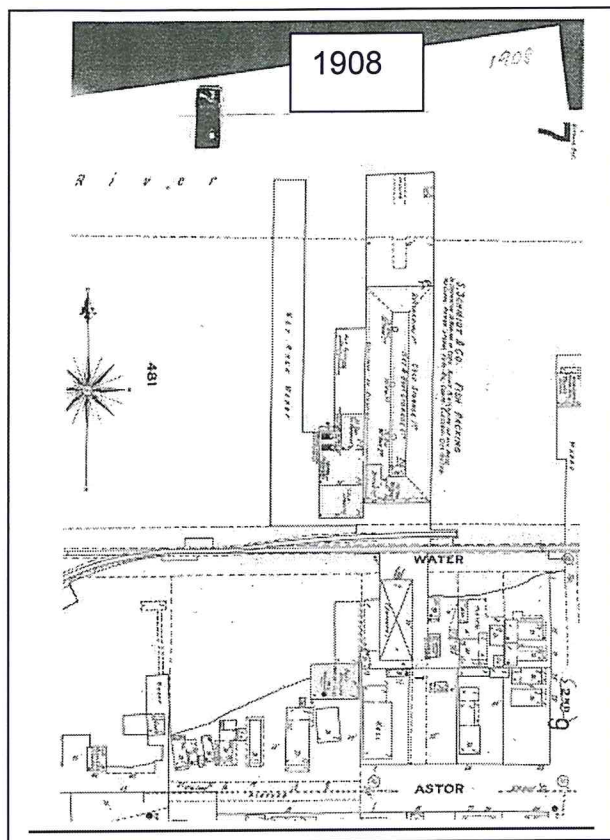
Miscellaneous Historic Photos



*This picture was
taken at Schmidt's
Cold Storage
May 10th 1907*







HISTORY OF CANNERIES ON COLUMBIA RIVER

Excerpt from ColumbiaRiverImages.com/Regions/Places/canneries_columbia_river.html

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1873 Astoria, Oregon, first cannery in Astoria

In 1873, Baddolet & Company built the first cannery in Astoria. The location of this cannery was at 33rd and Lief Erikson Drive, today the site of a Safeway Store.

By 1873 there were no other canneries on the Coast except those on the Columbia River.

"... There were no other canneries on the Coast in 1873 except those on the Columbia River, and only five or six there. Hapgood & Hume, and George W. Hume at Eagle Cliff, F.M. Warren at Cathlamet a few miles below, R.D. Hume at Bay View a little below Cathlamet, and J.G. Megler at Brookfield, all in Washington, and John West at Westport, Oregon. ..." (Source: Pacific Fisherman: Year Book, 1920)

1874 Astoria, Oregon, second cannery in Astoria

In 1874 the Adair brothers, S.D. and John, Jr., built the second cannery in Astoria, then named A. Booth & Co. Later S.D. Adair bought another cannery on the Columbia and operated it under the firm name of S.D. Adair & Co. In 1881 he sold out his interest in A. Booth & Co. and instead formed a partnership with Wm. B. 1875 ... 17 canneries: By 1875, there were 17 salmon canneries in operation in the vicinity of Astoria on both sides of the river.

1874 12 canneries

By 1874 there were 12 canneries in business between Astoria and Portland.

1875 Cutting Packing Co., Astoria, Oregon

The Cutting Packing Company began in 1875 at the west end of Astoria, in an area which would become known as "Uniontown". By 1892 the Cutting Packing Company had become the Columbia River Packing Company.

1875 Hanthorn Cannery, Astoria, Oregon

In 1875 the J.O. Hanthorn Cannery (Hanthorn & Co.) was built at the foot of 39th Street in Astoria. In 1899 this early cannery joined the Columbia River Packer's Association. It was then used as a cold storage plant.

1876 New canneries, Astoria, Oregon

In 1876, M.J. Kinney, Robert Hume, and John Devlin.

1876 Kinney Cannery, Astoria, Oregon, third cannery in Astoria

In 1876 (some sources say 1879) the Kinney Cannery was built between 5th and 6th Street in Astoria. This was the third cannery built in Astoria and the first to be built in the downtown area. By 1891 the Kinney Cannery was the largest salmon packing plant in Astoria. In 1894 the cannery burned to the ground but was rebuilt on its original pilings. Canning was discontinued around 1920 and the building served as a central machine shop and warehouse for the Columbia River Packers Association (later called Bumble Bee) until 1980. In 1989 the Kinney Cannery (Marshall J. Kinney Cannery) was listed on the National Register of Historic Places (Architecture/Engineering, Event, #89000515). It was removed from the Register in 1997. The area was developed with small local shops known as the No.10 Sixth Street Building and an observation tower viewing the Columbia was built. In December 2010 a fire destroyed the complex including the Gunderson Cannery Cafe across the street, and 27 small businesses lost everything. The viewing tower remains.

1876 Large pack and new canneries, North Shore (just below Knappton), Knappton, and Astoria

According to the "Pacific Fishermen: Year Book, 1920", "... the pack was large in 1876, being some 450,000 cases. A good many canneries were built that fall and the following spring, among them one at North Shore by John West, another at Knappton by Jos. Hume, also J.O. Hanthorn and several co-operative canneries, among them the "Fishermen's", the "Scandinavian Fishermen", the "White Star", the "Eagle", "Occident", and "I.X.L." in Astoria. ..."

1877 30 canneries

By 1877 there were 30 canneries along the lower Columbia River, supplied by 1,000 gillnet boats.

1881 Union Packing Co., Astoria, Oregon

The Union Packing Co. was incorporated in 1881. While it was a short-lived company, it did lend its name to the "Uniontown" neighborhood, today the area surrounding the Astoria-Megler Bridge. In 1888, the "Uniontown-Alameda Historic District was listed on the National Register of Historic Places (District #88001311).

1881 Elmore Cannery, Astoria, Oregon

In 1875 Samuel Elmore came west and became an agent for Robert Hume in San Francisco, where he marketed canned salmon overseas. In 1878 Elmore partnered with Joseph Hume in a cannery in Astoria, and in 1881 Elmore bought out Hume. According to the 1988 National Register for Historic Places "Uniontown" Nomination form, *"... The original Elmore Cannery was built by Samuel Elmore in 1881. In the 1893 History of Oregon, Elmore "built a small cannery, purchased 15 boats, with necessary tackle, and during the (first) season packed 8,000 cases of salmon. ... The mid-1880s were boom years for the cannery and in 1886 Elmore employed 350 fisherman and 100 cannery workers and canned 37,000 cases of one-pound chinook tins. The cannery was one of the best equipped operations on the Pacific Coast. It employed a large number of Chinese as cannery workers, doing nearly all of the cannery's hand labor. The original*

cannery was replaced ca. 1886 and the second plant was superseded ca. 1899 when Elmore Cannery consolidated with other canneries to form the Columbia River Packing Co. It was then expanded further into the waterfront and built on pilings. ..."
Nothing remains of the first cannery Elmore built. It was located directly south of W. Marine Drive.

1881 35 salmon canneries

By 1881, thirty-five salmon canneries had been established on the Columbia River. A list of those canneries, together with the pack of each during the year in question, was listed in the 1917 report "Pacific Salmon Fisheries" by J.N. Cobb for the U.S. Bureau of Fisheries.

"... Of the 35 canneries on the Columbia River in 1881, it is said that about one-half had been established by the Hume brothers. G.W. and William Hume were partners in the firm of Hapgood, Hume & Co., on the Sacramento River, and established the first cannery on the Columbia. In 1881 William was the proprietor of two canneries, one at Astoria, Oreg., and one at Eagle Cliff, Wash. R.D. Hume, a third brother, in the same year had a cannery in operation on the Rogue River, and established three others, one at Eagle Cliff (then owned by William Hume), one at Rainier (then belonging to Jackson & Myers), and one at Astoria. The fourth brother, Joseph, came to the coast in 1871 and some time later established a cannery on the river. ..." (Source: John N. Cobb, 1917, Pacific Salmon Fisheries, U.S. Bureau of Fisheries Document No.839)

1. J. Williams (Oregon side) ... 9,000
2. Astoria Packing Co. ... 30,000
3. Elmore Packing Co. ... 7,890
4. Astoria Fishery (M.J. Kinney) ... 26,000
5. Wm. Hume ... 20,000
6. Geo. W. Hume ... 18,000
7. Devlin & Co. ... 20,000
8. Occident Packing Co. ... 15,000
9. West Coast ... 15,000
10. Badollet & Co. ... 25,000
11. Booth & Co. ... 23,000
12. Eagle Cannery ... 17,300
13. Timmins & Co. ... 8,000
14. Fishermen's Packing Co. ... 19,000
15. S.D. Adair & Co. ... 10,000
16. Anglo-American Packing Co. ... 10,300
17. Hanthorn & Co. ... 19,000
18. Scandinavian Co. ... 20,000
19. J.W. & V. Cook ... 30,000
20. F.M. Warren ... 12,000
21. J. West ... 12, 000
22. Jackson & Myers (2 canneries) ... 13,000
23. Jackson & Myers ...
24. Aberdeen Packing Co. (Washington Territory side) ... 17,000
25. Jos. Hume, Knappton ... 20,225
26. Pillar Rock Co. ... 15,000

27. J.G. Megler & Co. ... 25,000
28. Columbia Canning Co. ... 8,000
29. R.D. Hume & Co. ... 8,300
30. Cathlamet Cannery ... 8,000
31. Jas. Quinn ... 5,000
32. Cutting & Co. ... 20,000
33. Eureka Packing Co. ... 20,000
34. Hapgood & Co. ... 13,000
35. Eagle Cliff Cannery ... 10,000

1883 55 canneries

In 1883 there were 55 canneries operating on the Columbia. Salmon harvests peaked in the early 1880s, with canneries producing more than 600,000 cases in a season. Salmon were so abundant in the early years of the industry canneries were not able to pack the number that were caught. The salmon decline became noticable by 1887 and by 1950 the commercial salmon industry on the Columbia River was over. The last Columbia River cannery shut down in 1980.

1886 Second Elmore Cannery, Astoria

Samuel Elmore's original "Elmore Cannery", built in 1881, was replaced around 1886. This plant then was replaced in 1899 with a larger facility belonging to the Columbia River Packing Company.

1888 White Star Cannery burns

A Cannery Burned.

"PORTLAND, June 12th. -- This afternoon the White Star Cannery at Astoria was destroyed by fire. The department reached the scene in a few minutes after the alarm. A heavy wind was blowing from the west and the cannery was soon one sheet of flames. The firemen with great difficulty kept the fire from spreading. Thirty feet east of the cannery is the Astoria box factory, with great piles of lumber and a \$30,000 plant. Northwest and south are dwelling and business houses. The fire was held where it originated. The cannery building premises, piling, etc., were entirely destroyed. The cannery has not been in use this season. It was built in 1880 and sold to the White Star Packing Company. It was in litigation last year, and lastly was owned by Elmore & Sanborn. The proprietors estimate the loss at \$15,000; insurance, \$13,000. The cannery will not be rebuilt. The fire is believed to have caught from a spark from the smokestack of the Astoria Box Factory." (Source: "Daily Alta California", vol.42, number 14165, June 13, 1888, located on "California Digital Newspaper Collection" website, August 2013.)

This plant then was replaced in 1899 with a larger facility belonging to the Columbia River Packing Company.

1889 22 canneries

The 1889 Map "Chart of the Columbia River from the Ocean to Portland, Oregon" shows

22 canneries which were operating in the 1888 to 1889 fishing season (listed downstream to upstream):

- Washington side ...
 1. Ilwaco Cannery
 2. Chinook Cannery (McGowan)
 3. Knappton Cannery
 4. Pillar Rock Cannery
 5. Brookfield Cannery
 6. Bay View Cannery
 7. Cathlamet Cannery
 8. Waterford Cannery
 9. Eureka Cannery
 10. Eagle Cliff Cannery
- Oregon side ...
 1. 8 Canneries in lower Astoria
 2. 3 Canneries in upper Astoria
 3. Clifton Cannery

1892 Columbia River Packing Co., Astoria, Oregon

The Cutting Packing Company began in 1875 at the west end of Astoria, in an area which would become known as "Uniontown". By 1892 the Cutting Packing Company had become the Columbia River Packing Company.

1896 Union Fisherman's Co-Operative Packing Company

1896 saw the formation of the Union Fisherman's Co-Operative Packing Company, with their cannery being built in 1897. In 2005 Astoria's Cannery Pier Hotel opened, built on the pilings of the Union Fishermen's cannery site. *"... Elevated over the Columbia River on wooden pilings, the Union Fish cannery was built in 1897. The basic building, some 50 feet by 200 feet, contained equipment for gutting, filleting, packing, sealing, and cooking the fish, and labeling and storing the finished cans. ... Between the shore and the cannery were ranks of wooden racks for drying the gillnets, so called because the mesh of the net caught the migrating salmon behind their gills. Alongside the drying racks were some of the small gillnet boats, powered by two triangular sails. Under sail, the boats resembled butterflies, giving rise to the term "butterfly fleet" for the gillnet fishermen. Union Fish expanded over the years to become one of the largest packers in Astoria. The steep decline of the canned salmon industry led to the sale and dissolution of Union Fish in 1975. ..."* (Source: Oregon Historical Society website, 2006)

Cannery Pier Hotel: "... The Cannery Pier Hotel rests on the 100 year-old pilings that formerly supported the Union Fisherman's Cooperative Packing Company. Formed in 1897, it was the result of a turbulent time that favored big business cannery owners instead of the fishermen. Disputes with cannery owners about prices per fish started in 1876, with fishermen going on strike, and in 1880 they formed the Columbia River Fishermen's Protective Union. Tensions came to a head in 1896 when the fishermen went on strike again. Two strike-breakers were shot and more violence threatened, and the Oregon National Guard was called in to break the strike. After this, about 200 fishermen (mostly Finnish) came together, pooled their resources, and formed the Union

Fisherman's Cooperative Packing Company. By 1904, it had become the largest cannery in Astoria. It remained a fishermen-owned business until the late 1940s. ..." (Source: "CanneryPierHotel.com" website, 2012)

1898 Elmore Cannery, Astoria

In 1898 Samuel Elmore began construction on a new wharf and new cannery building at the foot of Flavel Street. In 1937 when Albacore Tuna was discovered in abundance off the coast of Oregon, the Elmore cannery expanded, with new additions being built to cover the handling of the tuna. The four-acre complex became home to the "Bumble Bee" label until the complex closed in 1980. Between 1966 and 1993 the property was listed as a U.S. National Landmark as the longest continuously-operated salmon cannery in the United States. The buildings burned in 1993.

1898 Astoria canneries burn

An Astoria Fire

"ASTORIA, Ore., May 25. -- The largest fire in this city in recent years occurred this afternoon, completely destroying the box factory of the Clatsop Mill company, the Columbia cannery, belonging to B.A. Seaborg, the Pacific Union cannery, belonging to the Union fishermen, and Leinenweber cannery. The fire started in the engine room of the box factory, and, fed by a brisk wind, soon wiped out the buildings near by. The total loss is \$50,000 and the insurance is \$20,000. A man named Johnson was badly injured by falling timbers, and several persons were painfully burned." (Source: "Los Angeles Herald, May 26, 1898, courtesy of the California Digital Newspaper Collection website, 2013.)

1899 Columbia River Packers Association

In 1899 seven canneries in Astoria combined their plants and equipment to form the Columbia River Packers Association. They were the Eureka & Epicure Packing Co., the plants of Samuel Elmore, M.J. Kinney, and J.W. Seaborg, all of Astoria; J.O. Hanthorn & Co., Astoria; Fishermen's Packing Co., Astoria; Scandinavian Packing Co., Astoria; Columbia Canning Co., and J.W. & V. Cook of Clifton. Mr. A.B. Hammond was made president and Mr. S. Elmore, vice-president.

"The Columbia River Fishermen's Protective Union went on strike in 1896 to demand higher prices for their fish, in light of the diminishing Chinook runs on the Columbia. The cannery owners were ineffective in their efforts to deal with the union as a united front and the fishermen were given a slight increase in their take. The outcome of this strike made the large Astoria cannery owners inclined to form a cooperative agreement amongst themselves. In 1899 the Columbia River Packers Association was incorporated; it was comprised of seven canning companies with ten canneries along the Columbia River and a large plant at Bristol Bay, Alaska. Samuel Elmore was the organization's vice president and was a major force in bringing the cannery owners to the agreement. Particularly notable about this new venture was that each participating owner was either bought out or given stock equal to the value of their cannery and their land. The company then centralized operations, using the Elmore plant as the main cannery and using the

other cannery locations for uses such as office space and cold storage." (Source: U.S. National Park Service website, 2013, National Historic Landmarks Program, Samuel Elmore Cannery.)

1902 Tallant-Grant Cannery, Astoria

"The Tallant-Grant Packing Co. complex is comprised of a series of buildings which reflect the growth of the salmon industry and the various cannery businesses located at the site. The complex is built on pilings which extend over the Columbia River. The original building, constructed in 1902, is located on the east side of the complex. The twin gabled structure is rectangular in plan and is sited parallel to the shoreline. The gable ends are clad with vertical boards and the rest of the building is sheathed with horizontal boards. ... The building is constructed on a concrete slab. The 1908 Sanborn Fire Insurance Map that denotes one half of the building as the "Butchering and Cleaning" area and the other half as the "Cold Storage" on the first floor and "Net Storage" on the second floor. The maps also show an area denoted as fishermen's cabins. The cabins were located on a semi-circular arm which extended from the west side of the main complex. Net Racks Wharfs were also located adjacent to the fishermen's cabins. The cabins were demolished prior to 1924. The Tallant-Grant Packing Co. boat storage warehouse and canned salmon storage was located south of the railroad tracks. The buildings located on the north and directly west of the original structures were added in the late 1920s or early 1930s. The two buildings to the north are wooden structures covered with a low pitched gabled roofs. The addition south of the original building on the west side was the last addition, occurring sometime in the 1940s. The addition has a shed roof which is clad with horizontal wood siding. Both the upper and lower stories have rows of pane windows with nine lights each.

The Tallant-Grant Packing Co. was incorporated November 8, 1902 by W.E. Tallant, C.W. Fulton and H.M. Bransford. The company "preserved and packed" salmon and had a starting capital stock of \$100,000. William Tallant was the president of the company and Peter Grant of Goldfield, Nevada was the Vice President in 1903. The salmon was packed under the names Lotus, Top Grade and American. ... In 1927 Tallant changed the ... name to the Tallant Packing Co. and in 1930 he leased it to Byron Stone. The property was sold to Fred Bendstrup in 1935, who sold it the same year to the Northwestern Ice and Cold Storage Co. of Portland. In 1949, Paragon Packing Co. was incorporated and located in the cannery building. More recently the building uses included a fish receiving and packing company, cold storage plant and a feed manufacturer. The building is in the process of rehabilitation." (Source: 1988, Uniontown-Alameda Historic District National Register of Historic Places Nomination Form (#88001311).

1910 Bumble Bee began

According to the "Bumblebee.com" website (2013) the history of Bumble Bee began in 1899 when seven canners in Astoria formed the Columbia River Packers Association (CRPA) and set out to fish and process salmon. In 1900 they purchased several sailing ships and began building a cannery on Alaska's Bristol Bay, and in 1910 the Bumble Bee Brand was born as one of the CRPA marketed labels. At the same time Albacore tuna was discovered in seasonal abundance off the Oregon coast. By 1920 the CRPA began

expanding its cannery in Astoria to capitalize on the Albacore. Between 1930 and 1950, Albacore surpassed Salmon as the company's principal product and Bumble Bee became one of the most respected premium labels for canned seafood. In 1960 the first Bumble Bee Seafoods, Inc. was formed, and throughout the 60s and 70s the company grew, acquiring other canneries. In 1980 Bumble Bee suspended canning operations in Astoria, the location where it all began. Bumble Bee continues today as Bumble Bee Seafoods, LLC, and, by 2004 it became the largest branded seafood company in North America.

1919 23 salmon canneries

In 1922 the following list of "Columbia River Canned Salmon Pack" appeared in "Pacific Fisherman: Year Book, 1922":

1. Allen & Henderson Packing Co., Rainier, Oregon
2. Altoona Packing Co., Altoona, Washington
3. Arthur Anderson Fish Co., Astoria, Oregon
4. Bankers Discount Corp., Astoria, Oregon
5. Barbey Packing Co., Hammond, Oregon
6. Burke Fish Co., Portland, Oregon
7. Booth Fisheries Co., Astoria, Oregon
8. Chinook Packing Co., Chinook, Washington
9. Columbia River Packers Assn., Ellsworth, Washington
10. Columbia River Packers Assn., Eagle Cliff, Washington
11. Columbia River Packers Assn., Astoria, Oregon
12. Columbia Salmon Cannery, Inc., Astoria, Oregon
13. Jeldness Bros. & Co., Point Ellis, Washington
14. P.J. McGowan & Son ... Ilwaco, Washington
15. P.J. McGowan & Son ... Warrendale, Oregon
16. J.G. Megler & Co., Brookfield, Washington
17. Pillar Rock Packing Co., Pillar Rock, Washington
18. Point Adams Packing Co., Hammond, Oregon
19. Sanborn Cutting Packing Co., Astoria, Oregon
20. Seufert Bros. Co., The Dalles, Oregon
21. Union Fisherman's Coop. Packing Co., Astoria, Oregon
22. Warren Packing Co., Cathlamet, Washington
23. Warrenton Clam Co., Warrenton, Oregon

1922 9 shad canneries

In 1922 the following list of "Pacific Coast Canned Shad Pack" appeared in "Pacific Fisherman: Year Book, 1922":

1. Altoona Packing Co., Altoona, Washington
2. Barbey Packing Co., Flavel, Oregon
3. Columbia River Packers Assn., Astoria, Oregon
4. Columbia River Packers Assn., Ellsworth, Washington
5. Columbia River Packers Assn., Eagle Cliff, Washington
6. P.J. McGowan & Sons, Inc., Ilwaco, Washington
7. P.J. McGowan & Sons, Inc., Warrendale, Oregon
8. Sanborn Cutting Co., Astoria, Oregon

9. Warren Packing Co., Cathlamet, Washington

1966 U.S. National Historic Landmark, Elmore Cannery, Astoria

The Samuel Elmore Cannery, constructed in 1898 at the foot of Flavel Street, was designated as a National Historic Landmark on November 13, 1966 as the longest continuously-operated salmon cannery in the United States. When the cannery closed in 1980 the owner and the City of Astoria sought to find a new use for the complex and to encourage its preservation. The cannery was in poor shape however. In 1990, the northwest corner of the building and its support pilings collapsed and in 1991 the buildings were slated for demolition. As the owner was dismantling the cannery as part of the demolition, it was destroyed by fire on January 26, 1993. The Landmark designation was withdrawn on August 11, 1993 and the property was removed from the National Register of Historic Places. Today warehouses sit at the location of the former Elmore Cannery.

1973 White Star Cannery burns ... again

Cannery destroyed

"ASTORIA: An abandoned fish cannery was destroyed and an oil storage area threatened by a waterfront fire Thursday before the blaze was contained. The White Star Cannery, empty since 1949, was a total loss. It was built in 1899 and was scheduled for demolition to make way for a 146-unit condominium. An adjacent Union 76 oil storage area was threatened, but the fire was confined to the cannery." (Source: "Eugene Register-Guard", Friday, July 13, 1973, located on "Google News" website, August 2013.)

1980 Bumble Bee Seafoods, last Columbia River cannery closes

The last major cannery on the Columbia, the Bumble Bee facility at Astoria, closed in 1980.

CANNERIES ALONG THE COLUMBIA RIVER

- 1857 Westport, Oregon, salted salmon ...
- 1862 Oak Point, Oregon, salted salmon ...
- 1866 Eagle Cliff, Washington, first Columbia River cannery ...
- 1866 Oak Point, Wallace Island, Tenasillie, and Chinook Beach ...
- 1867 Eagle Cliff, Washington, second cannery ...
- 1869 Cathlamet, Washington, Warren Packing Co.
- 1869 Westport, Oregon, first cannery on the Oregon side
- 1870 Eagle Cliff cannery sold
- 1871 Brookfield, Washington
- 1873 Bayview, Washington
- 1873 Clifton, Oregon, second cannery on the Oregon side
- 1873 Astoria, Oregon, first cannery in Astoria
- 1873 Only Columbia River canneries
- 1873 Dissolution: Hapgood and Hume at Eagle Cliff

- 1873 Notice: Hapgood at Waterford
- 1874 Astoria, Oregon, second cannery in Astoria
- 1874 Eureka, Washington, and Rainier, Oregon
- 1874 George Hume sells Eagle Cliff cannery to Cutting Packing Company
- 1874 12 canneries
- 1875 Cutting Packing Company, Astoria
- 1875 17 canneries
- 1875 Hanthorn Cannery, Astoria, Oregon
- 1876 Knappton, Washington
- 1876 Glen Ella, Three Tree Point, and Pillar Rock, Washington
- 1876 New canneries, Astoria, Oregon
- 1876 Kinney Cannery, Astoria, Oregon, third cannery in Astoria
- 1876 Hume sold out
- 1876 Large pack and new canneries, North Shore (just below Knappton), Knappton, and Astoria
- 1877 Pillar Rock, Washington
- 1877 30 canneries
- 1879 First fish trap, Baker Bay
- 1881 Union Packing Company, Astoria
- 1881 Samuel Elmore Cannery, Astoria
- 1881 Seufert Brothers Cannery, The Dalles, Oregon
- 1881 Hungry Harbor, Washington
- 1881 35 salmon canneries
- 1883 55 canneries
- 1884 McGowan, Washington
- 1884 "Banner Year"
- 1885 Hammond, Oregon
- 1885 Eureka & Epicure Packing Company, Washington
- 1886 Second Samuel Elmore Cannery, Astoria
- 1888 White Star Cannery burns
- 1889 Rooster Rock, Oregon
- 1889 Fisherton, Glen Ellen, and Ocean canneries
- 1889 22 canneries
- 1892 Columbia River Packing Company, Astoria
- 1896 Union Fisherman's Co-Operative Packing Company
- 1898 Third Samuel Elmore Cannery, Astoria
- 1898 Astoria canneries burn
- 1899 Columbia River Packers Association
- 1902 Tallant-Grant Cannery, Astoria
- 1903 Clatskanie, Mayger, Rainier, and Willow Grove
- 1903 Altoona, Washington
- 1910 Bumble Bee begins
- 1916 Rooster Rock Cannery moves to Ellsworth
- 1919 23 salmon canneries
- 1922 9 shad canneries
- 1966 U.S. National Historic Landmark, Elmore Cannery, Astoria, Oregon
- 1970 5 canneries left
- 1973 White Star Cannery burns (again)
- 1980 Bumble Bee Seafoods, last Columbia River cannery closes

Old Astoria cannery boiler may be designated historic

Daily Astorian – 2-6-15

ASTORIA, Ore. (AP) — The old White Star Cannery boiler, a stark and solitary reminder of Astoria's past, may get historic designation.

The city's Historic Landmarks Commission has filed an application to designate the property with the old boiler, a pile field and ballast rocks in the Columbia River west of Second Street as historic.

City planners are also exploring development restrictions over the river near the old boiler as part of the Bridge Vista phase of the Riverfront Vision Plan that would keep building heights to the top of the riverbank.

Taken together, the historic designation and building height limit would essentially shield the property from development and preserve an unobstructed view of the river, the shipping lane and the Astoria Bridge.

Jill Stokeld, the owner of The Ship Inn, who pays \$4,750 a year to lease the property around the old boiler as view protection for her popular fish and chips restaurant, described the view as "priceless."

"It's one of the very few areas where there is an uninterrupted view of the river," she said.

Residents of the Columbia House condominiums and preservationists also would like the property protected. Along with its historic significance and views, the nook often attracts waterfowl, particularly in the spring and summer.

"To me, losing that would just be a crime," said Russ Farmer, a school administrative assistant and former co-owner of Bio-Oregon Protein, who lives at Columbia House.

The White Star Cannery, one of the dozens that dotted the river during the city's days as a fish canning hub, burned down in 1973. The old boiler that juts violently out of the water is the last vestige of the ruins.

The property is owned by the Oregon Department of State Lands and leased to Stokeld, whose late husband, Fenton, once wanted to expand on The Ship Inn and build a hotel and marina. The couple's British pub and restaurant opened at the end of Second Street in 1974, a year after the cannery burned, and is up for sale.

The restaurant's dining room and deck have expansive views of the river, and the old boiler has become a draw for both locals and tourists as a remnant of a nostalgic era.

"That boiler is one of the most photographed sites in Astoria by our visitors," said LJ Gunderson, the president of the Historic Landmarks Commission. "And it's one of the last areas like that with any piece out in the water that still is standing."

"So we felt that it would be in the best interest of our efforts to try to preserve that area."

The State Historic Preservation Office will consult with the Department of State Lands about the potential historic designation.

The Historic Landmarks Commission, which has the authority to review its own application, will hold a public hearing to determine whether the property meets the criteria under the development code for historic designation.

Among the factors are historic significance, such as whether the property has the capacity to evoke dominant themes of local history, and symbolic value, including whether the property has come to connote an ideal or period.

If the commission makes the historic designation, the decision can be appealed to the City Council.

A historic designation would not prevent development of the property, but any project would have to pass review by the commission. The potential building height limit would also severely restrict the type of projects possible.

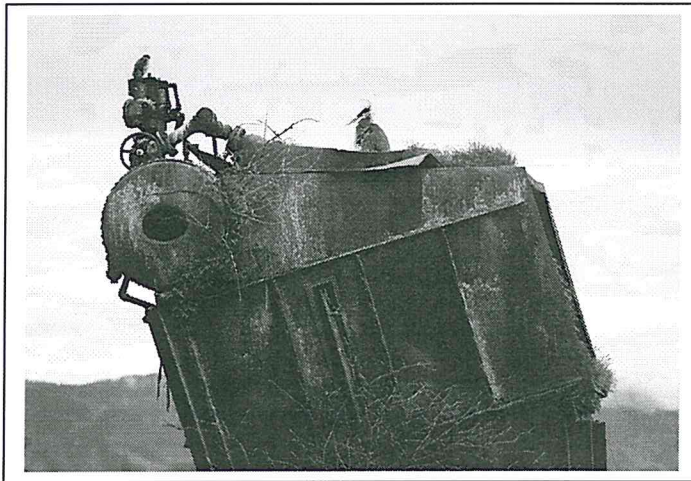
Some preservationists have been critical of the city for not doing more to safeguard Astoria's history, buildings and views during the debate over the Riverfront Vision Plan or the possible expansion of the Astoria Public Library into the old Waldorf Hotel.

Uniontown was designated for potential development in the Riverfront Vision Plan, so city planners and policymakers have to be mindful before closing off too much property that could be used to preserve a working riverfront or spur economic growth.

"So while you can't designate all sites, this would give you a representation of what the waterfront was," said Rosemary Johnson, a retired city planner who works on special projects and is closely involved with researching the old boiler property.

Information from: The Daily Astorian, <http://www.dailyastorian.com>

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Editorial: Saving iconic views sometimes happens one boiler at a time

Published:

February 9, 2015 1:43PM



The old boiler from the White Star Packing Co. has become an iconic object on Astoria's waterfront, a reminder of the region's salmon-fishing heritage. This label dates from about 1895. The company was absorbed by the Columbia River Packers Association, which eventually became Bumblebee Seafoods. OREGON STATE ARCHIVES

There are iconic scenes scattered throughout the lands and waters of the lower Columbia River region, views that incrementally add to the appreciation residents and visitors feel for this extraordinarily historic area.

This factor makes it well worthwhile to formally preserve the old White Star Packing Company boiler, as proposed in an application by Astoria's Historic Landmarks Commission. Long treasured by The Ship Inn owner Jill Stokeld on property she leases from the state, the designation would be an added layer of protection for wreckage that has evolved into an important reminder of the city's rollicking old-time waterfront.

There are bound to be some who consider the boiler and its support structure ugly. This certainly may have been the case in the years immediately following the 1973 fire that consumed the

surrounding cannery building — just one in a rolling series of disasters that doomed cannery after cannery in Astoria and elsewhere on the estuary.

But time has mellowed the boiler, providing a rich, rusty color and even a garland of living plants.

Inevitably, harsh weather and passing years will continue taking a toll on the boiler, and it may not be so well loved as to warrant extensive ongoing conservation efforts. But there is something to be said for continuing to allow nature to run its course at its own pace.

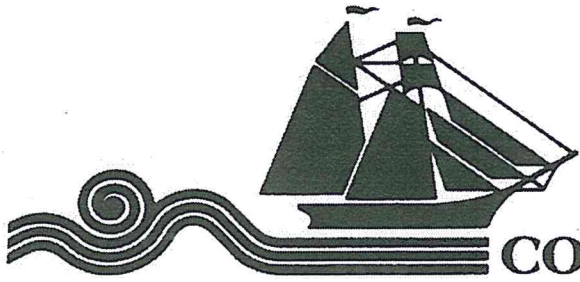
People have not always been particularly aware of how our actions degrade, or at least change, the surroundings that a majority of residents treasure in this scenic place. Notoriously, much of Pillar Rock — a natural landmark jutting from the river northeast of Astoria — was blown off decades ago to better accommodate a navigation marker. The U.S. Army Corps of Engineers blew up a significant chunk of Cape Disappointment to help build a jetty. We would like to think that the era of such major assaults on the landscape are over, but smaller, incremental losses also add up.

You can't save everything, and most would want to try. Things like decaying pilings in rivers and bays are certainly scenic clues to long-gone canneries, sawmills, lighthouses and other structures — but they also are roosts for predatory birds and at least in some cases may still leech creosote into the sediment and water.

Whenever we can — and the White Star boiler is a good example — we should avail ourselves of opportunities to safeguard the views we so enjoy.

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COLUMBIA HOUSE

foot of Third Street, Astoria, Oregon 97103

August 31, 2015

City of Astoria

Department of State Lands

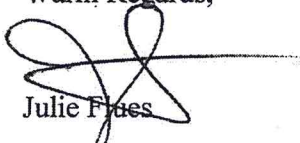
Attn: Rosemary Johnson

Dear Rosemary,

Please accept this letter on behalf of the Columbia House Homeowners Association.

Since the approval of the Bridge Vista Plan, the City has been seeking historical designation for the area over the water starting at 2nd Street and heading west to the first old pier. The pilings, rock ballast and old boiler are all good reasons to make this happen. To extend this effort east to the Columbia House Condominiums would even be better, because it also has significant rock ballast and some pilings. To show support for this, the members of the Columbia House Homeowners Association voted at their annual meeting on August 15, 2015 in favor of having the area between 2nd Street and their building to be part of your effort for historic designation.

Warm Regards,



Julie Fries
Secretary

-----Original Message-----

From: FOX Patricia [<mailto:patricia.fox@state.or.us>]

Sent: Monday, October 19, 2015 1:09 PM

To: Rosemary Johnson

Subject: RE: Astoria historic designation

Hi Rosemary,

The Department will support the proposed historic designation.

Thanks,

Patricia Fox

Proprietary Waterway Coordinator - Northwest Region Department of State Lands

775 Summer St NE, Ste 100

Salem, OR 97301-1279

My primary telephone number is (971) 701-3084 while we are converting to a new phone system.

patricia.fox@dsl.state.or.us

-----Original Message-----

From: Rosemary Johnson [<mailto:rjohnson@astoria.or.us>]

Sent: Monday, October 19, 2015 11:38 AM

To: FOX Patricia

Cc: Sherri Williams

Subject: Astoria historic designation

Do you have any response from DSL on the proposed historic designation. To be on the November agenda we would need to know this week. Thanks. Rosemary

Sent from my iPhone