



AGENDA

HISTORIC LANDMARKS COMMISSION

May 21, 2019

5:15 p.m.

2nd Floor Council Chambers

1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. ELECTION OF OFFICERS
 - * Continued from the January 15, 2019 meeting
 - a) In accordance with Sections 1.110 and 1.115 of the Astoria Development Code, the HLC needs to elect officers for 2019. The 2018 officers were: President LJ Gunderson, Vice President Michelle Dieffenbach and Secretary Tiffany Taylor.
4. MINUTES
 - a) January 15, 2019
5. PUBLIC HEARINGS
 - a) New Construction Request (NC19-02) by Rickenbach Construction, on behalf of the Columbia River Maritime Museum, to locate an outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2050 Marine Drive in the HR (Hospitality/Recreation) Zone. The site is adjacent to the historic Railroad Depot building at 2042 Marine Dr.
 - b) Miscellaneous Review Request (MR19-02) by Ron Neva to paint a series of wall graphics on the columns associated with the east-facing elevation of an existing commercial building at 1335 Marine in the C-4 (Central Commercial) Zone. The site is adjacent to the historic Gimre-Svenson building at 229-239 14th Street and is located in the Downtown Historic District.
 - c) Miscellaneous Review Request (MR19-03) by the Astoria Downtown Historic District Association to commission and install professionally painted murals on the walls of buildings on the 13th Street Alley between Duane and Commercial Streets. The murals would be between two commercial buildings in the C-4 (Central Commercial) Zone. This site is located within the Downtown Historic District
 - d) Demolition Request (DM19-01) by Tim Janchar to demolish an existing garage at 1440 Irving Avenue in the R-3 (High Density Residential) Zone. The garage structure is designated as historic in the Shivley-McClure National Register Historic District and is associated with the single-family dwelling at 828 14th Street.
 - e) New Construction Request (NC19-01) by Tim Janchar to reconstruct the existing garage at 1440 Irving Avenue associated with a single-family dwelling at 828 14th Street in the R-3 (High Density Residential) Zone. The site is adjacent to structures designated as historic in the Shivley-McClure National Register Historic District.

6. REPORT OF OFFICERS
7. STAFF UPDATES
 - a) Save the Dates:
 - i. Wednesday, May 22nd 4:30pm-6:30pm – Public Meeting for Uniontown Reborn at the Holiday Inn Express (204 W. Marine Dr.)
 - ii. Tuesday, June 18th @ 5:15 pm – HLC Meeting
8. PUBLIC COMMENT (Non-Agenda Items)
9. ADJOURNMENT

HISTORIC LANDMARKS COMMISSION MEETING

City Council Chambers

January 15, 2019

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 5:10 pm.

ROLL CALL – ITEM 2:

Commissioners Present: Jack Osterberg, Paul Caruana, Mac Burns, Ian Sisson, Katie Rathmell, and Victoria Sage.

Commissioners Excused: Michelle Dieffenbach

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

Commissioner Rathmell moved to elect Commissioner Burns as President Pro Tem for this meeting; seconded by Commissioner Osterberg. Motion passed unanimously.

New Commissioners Sisson and Sage introduced themselves.

The Commission proceeded to Item 4: Approval of Minutes at this time.

ELECTION OF OFFICERS – ITEM 3:

In accordance with Sections 1.110 and 1.115 of the Astoria Development Code, the HLC needs to elect officers for 2019. The 2018 officers were President LJ Gunderson, Vice President Michelle Dieffenbach, and Secretary Tiffany Taylor.

This Item was addressed immediately following Item 4: Approval of Minutes.

The Commission agreed to continue this item to February 19, 2019, as one member of the Commission was not present.

The Commission continued to Item 5: Public Hearings at this time.

APPROVAL OF MINUTES – ITEM 4:

This Item was addressed after Item 2: Roll Call and introduction of new Councilors. President Pro Tem Burns asked if there were any changes to the minutes of December 18, 2018. There was none.

Commissioner Osterberg moved to approve the minutes of the December 18, 2018 meeting as presented; seconded by Commissioner Rathmell. Motion passed unanimously.

The Commission returned to Item 3: Election of Officers at this time.

PUBLIC HEARINGS:

President Pro Tem Burns 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 5(a):

NC18-05 New Construction request (NC18-05) by Peter and Elisabeth Crockett to construct a single family dwelling adjacent to historic structures at 752 33rd Street (Map T8N R9W Section 9Ca,

Historic Landmarks Commission

Minutes 01-15-19

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Tax Lot 5300; Lot 20 & 21, Block 41, Mary Leineweber Subdivision; in the R-2 Zone (Medium Density Residential). Continued from the December 18, 2018 meeting.

This Item was addressed immediately following Item 3: Election of Officers.

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

President Pro Tem Burns declared that he drove by the property.

President Pro Tem Burns requested a presentation of the Staff report.

Planner Ferber presented the Staff report, noting the changes made to the proposal since the last hearing, which were based on the feedback provided by the HLC at the December 18, 2018 meeting. She recommended approval with conditions. No correspondence has been received.

Commissioner Caruana asked if the corner boards, fascia, and barge boards were to scale. Planner Ferber stated the Applicant could provide details on the specific barge board detailing. All of the information provided to Staff by the Applicant had been included in the Staff report.

President Pro Tem Burns opened public testimony for the hearing and asked for the Applicant's presentation.

Peter Crockett, P.O. Box 817, Carlton, OR presented a model at the dais. He explained that the biggest difference between this model and the one presented in November was the loss of the second story, which was a stylistic decision and due to concerns from immediate neighbors that the structure would be too tall. The new house will not block views, so the neighbors are much happier. The footprint of the house got larger. The house is loosely based on a Northwest regional style, so the slopes are low and the eaves are large. He confirmed that the Commission had received a copy of the application and said the drawings in the report were to scale. There will be no corner boards, as shown in the rendering. The lap siding will be Aspyre by James Hardie, which is made of the same material as Hardie plank siding, but twice as thick. This results in a more normal shadow line. It will have a smooth finish and a seven-inch reveal. The rendering shows that the center mass will be made of wood clad in a material called Rift, which is made of natural spruce that has been pressure cooked for 72 hours at 500 degrees. The material will last 25 years without any treatment. The flat dark grey material shown in the rendering will be a James Hardie product called Reveal, which is a flat four-foot by eight-foot sheet of fiber cement that is attached with screws. Page 23 of the application includes a detailed section drawing of the window surrounds showing how they will be attached to the house wall. The application also includes a photograph of the surround, which would not have a casing. The surround itself will frame the window and protrude from the plane of the siding by about a half inch. A one-inch by 2 ½-inch board on edge will surround the windows about a half inch in front of the siding, depending on how the face of the building is measured. So, there will be a more normal shadow box around the traditional style windows. Surface mounted vinyl windows create a big flat plane on the whole house. He specified a vinyl window, but it would be set back from the face by two inches. The translucent fiberglass panels look white on the upper right-hand drawing and will be used for passive solar heat gain on the south side of the house.

Commissioner Rathmell asked which windows were Milgard.

Mr. Crockett said all of the windows were Milgard, even the large windows, the two small vinyl sliders on the east facade, the two medium sized double sliders, the two windows in the basement wall, and the small egress window for the bedroom.

Commissioner Rathmell confirmed with the Applicant that all the glass would be clear, other than the bathroom. She also confirmed that all of the windows would have the same treatment, except for the tiny round windows next to the front door.

Mr. Crockett added the round windows by the front door would have a round frame and a two-inch wide disc with a hole cut in the center for the glass.

Commissioner Osterberg asked if the Applicant agreed to meet the recommended conditions of approval.

Mr. Crockett stated he believed the new design met the conditions. He did not like windows that are mounted on the surface of a building, but he understood the way those window products were designed. In terms of flashing, it makes a lot of sense to put those windows on the surface. He believed he met the two-inch standard. The historic house next door from 1958 has windows that are set back from the surface and the big picture windows are dead flat with surface with no set back at all. Generations of renovations to that house have mixed things up.

Commissioner Caruana said in some drawings the deck rail looked tall and in other drawings it looked about 18 inches tall.

Mr. Crockett confirmed that the photos in the submittal showed shorter deck rails. He believed the steel railing at the top made some of the photos look bigger than what he intended. So, he cut the railings down on the model. The rail will have an additional 12 inches of double bar steel rail.

Commissioner Caruana said the barge boards on this house are really large, which looks fitting, but they are at least 12 inches. If a person put 2X6s or 2X8s on, that would totally transform the house into something that looked much less appealing. In scale, the railing looks a lot better, but the images of the walls going around throw the scale of the house off quite a bit. The rails are shown in two or three different ways in the drawings.

Mr. Crockett said the details in the upper and lower left drawings show the true railings.

Commissioner Caruana said he was not sure where the floor level was, but the railings still were not high enough.

Mr. Crockett stated there would be a nine-inch apron so that the wall around the deck would hang below the floor of the deck, which would hide the framework.

Commissioner Caruana asked how the corners of the siding would come together.

Mr. Crockett said the siding would be mitered at the corners and glued with Gorilla Glue. The boards are 12-foot tongue and groove at the ends because they are so thick. No expansion gap or caulking is necessary.

Commissioner Caruana said he read that there was a 1 ¼-inch recess and all of the nailing happens blindly one inch from the top so none of the fasteners can be seen. He confirmed with the Applicant that the trim around the windows would measure a full inch wide. He said if the flashing around the windows is stainless and the trim is black, it will look funny because the flashing covers a portion of the trim. It might look like one-inch trim on the sides, but 3/8-inch trim on the top.

Mr. Crockett confirmed that any flashing he used would be painted or coated to match the color of the surround.

Commissioner Caruana added that because the sills are two inches deep, the bottom sill should be tipped 10 or 12 degrees.

Mr. Crockett stated he would tip the bottom sill just enough to shed water.

Commissioner Caruana confirmed with the Applicant that there would be no pork chops, and the eaves and barges would follow the same plane.

Mr. Crockett added that the soffits would be closed and vented.

Commissioner Caruana said color does not usually weigh in, but since the windows will be vinyl, color is a factor. He asked if the color would be dark as shown.

Mr. Crockett said his two choices are what Milgard calls clay, a light grey, or bronze, which is what he prefers if it fits into his budget.

Commissioner Caruana stated the HLC does not review color, but colors like shiny white vinyl makes a difference when people are voting. So, color could matter.

Mr. Crockett said white was not a choice.

President Pro Tem Burns said the official question was, "What was the material?"

Commissioner Caruana believed if a material was debatable, the color could be the deciding factor.

President Pro Tem Burns called for any presentations by persons in favor of, impartial to or against the application. Seeing none, he called for closing remarks of Staff.

Planner Ferber clarified that Staff recommended amending the conditions of approval by deleting 1(a) and 1(b) and say, "windows shall be inset two inches except for the round decorative windows. All glass shall be clear and not tinted. Flashing details shall be painted to match."

Commissioner Caruana said the window were so big he would prefer an inch and a half on the trim.

President Pro Tem Burns closed the public testimony portion of the hearing and called for Commission discussion and deliberation.

Commissioner Rathmell said she was inclined to approve the request. The Applicant made some nice changes.

Commissioner Caruana believed that when voting to approve the request, a Commissioner would have to mention the drawing that had more detail so that the HLC knows the maximum height of the wall. The Applicant said one foot at the top of the wall would be open railing, so the HLC might want to point to that because there are a couple of examples where it's shown differently. He liked the carport and styling, which remind him of some of the homes built on the south slope in the 1960s.

Commissioner Sage agreed that the request should be approved. She believed the Applicant did a nice job making the house discrete and sympathetic to the historic style.

Commissioner Osterberg believed the application met the criteria as outlined in the Staff report. While the house is essentially modern, it has certain features that make it compatible with its surroundings. The two houses that triggered this review have modern design elements, which help the continuity level between the houses.

President Pro Tem Burns said he thought the house was funky and cool. The request meets the criteria so he could wholeheartedly support it.

Commissioner Caruana moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve New Construction NC18-05 by Peter and Elisabeth Crockett, with the following additions and exceptions:

- Modify Condition 1(a) to state, "Clear glass will be used with the exception of the reed glass in the bathroom and the solar panels on the south."
- Modify Condition 1(b) to state, "The windows will have a two-inch depth from the surface of the siding, except for the small round windows."
- A portion of the deck rails will be above 24 inches from the deck surface, will be open rail, and not closed wall, as shown in some of the images provided by the Applicant.

Seconded by Commissioner Rathmell. Motion passed unanimously.

President Pro Tem Burns read the rules of appeal into the record.

REPORTS OF OFFICERS – ITEM 5:

President Pro Tem Burns said he enjoyed the joint training session on land use held the previous week. He appreciated that the Community Development Department was understaffed and the Commission appreciates Planner Ferber's hard work.

STAFF UPDATES – ITEM 6:

Save the Date: Next HLC meeting is scheduled for Tuesday, Feb. 19, 2019

PUBLIC COMMENTS – ITEM 7:

There were none.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 5:54 p.m.

APPROVED:

Community Development Director

STAFF REPORT AND FINDINGS OF FACT

May 14, 2019

TO: CITY OF ASTORIA, HISTORIC LANDMARKS COMMISSION

FROM: ROBIN SCHOLETZKY, AICP, CONTRACT PLANNER

THROUGH: BRETT ESTES, CITY MANAGER

SUBJECT: NEW CONSTRUCTION REQUEST (NC19-02) To locate a boat pond and outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2060 Marine Drive.

I. BACKGROUND SUMMARY

- A. Applicant: Rickenbach Construction
37734 Eagle Lane
Astoria OR 97103
- B. Owner: Columbia River Maritime Museum
1792 Marine Drive
Astoria OR 97103
- C. Location: 2060 Marine Drive
Astoria, OR 97103
Map T8N R9W Section 8DA WM, Tax Lot 700, Block 129
- D. Classification: Adjacent to Barbey Center (Astoria Train Depot) listed on the State Register as an Eligible/Significant Historic Building.
- E. Proposal: To construct an accessory building and model boat pond in conjunction with the Columbia River Maritime Museum.
- F. Associated Applications: DR 19-01, design review for accessory structure and CU 19-03 conditional use for the Museum-related use in the HR Zone.

II. BACKGROUND INFORMATION

A. Site:

The subject property is located on the north side of Marine Drive between 20th and 21st Street within the Gateway and Civic Overlay Districts. The site is relatively flat at a lower level than the adjacent street grade. The subject property is an irregular triangular lot approximately 20,038 square feet in size. The site includes a 25' wide access and utility easement. The site had been developed with the North Coast Auto Sales building and has been demolished.

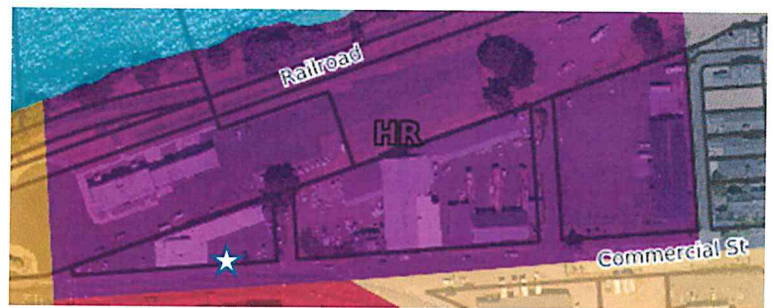


Site viewed from Marine Drive with the Barbey Center in background

The site is directly adjacent to the brick Barbey Center (Astoria Train Depot) which was originally constructed for the Spokane, Portland and Seattle Railroad in 1925 and was used as such until 1952. It was designated as historic in 1988. It is the proximity to the Barbey Center that is the purpose of this review.

B. Neighborhood/Area:

The area is developed with the Barbey Center (Astoria Train Depot) directly to the north. City Lumber is located to the east; the Columbia River, Trolley line, and River Trail to the north; the Columbia River Maritime Museum to the west; and a vacant Astoria Development Commission-owned waterfront parcel to the east.

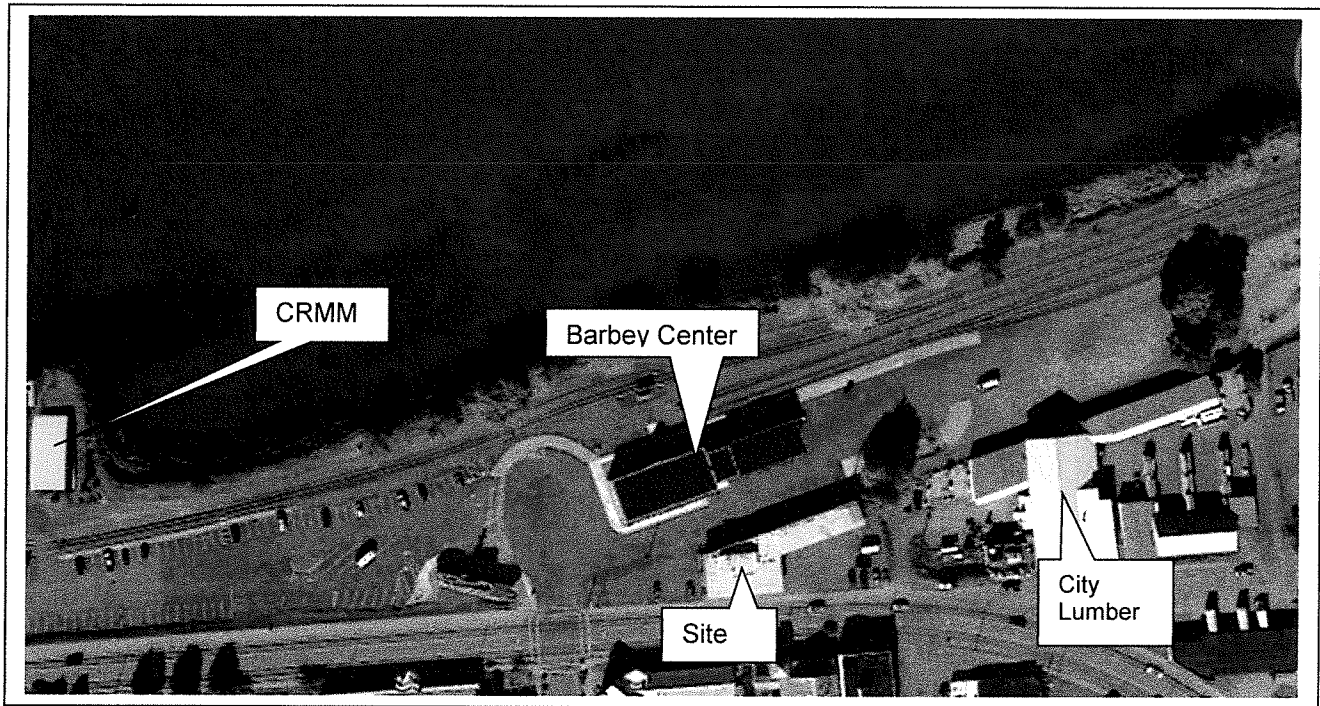


The area is surrounded by lots with the same HR zone as noted by the above zoning map.

Streets/Access. Marine Drive is an ODOT owned right of way (US Route 30) and is a two-lane/centerline/ street going east/west that runs parallel with the south property line of the site. Marine Drive contains a designated bicycle lane on each side of the street and contains a sidewalk on each sides of the street. The site is on a corner with a marked pedestrian intersection. The City street of 20th Street dead-ends into the area of the site, however, across Marine Drive it is a two-lane, two-way street going south that runs parallel with the western point property line of the site. The site also contains an informal paved pathway between the site and the Barbey Center. The applicant is proposing to reduce this width as

noted on the Site Plan, April 29, 2019. Note: Marine Drive divides into two roadways approximately one block to the east and is named Commercial Street.

The site is adjacent to ample existing off-street parking provided by the Columbia River Maritime Museum (CRMM). The project intends to utilize this off-street parking as part of this project.



C. Proposal:

The applicant is proposing to locate a model boat pond and accessory structure at the site. The boat pond would be approximately 50 by 100 feet (1,500 square feet) and would be filled with water at a shallow depth of approximately 18 inches. The site improvements would include landscaping and a landscaped berm used to balance the existing slight site slope and provide some separation between the pond area and Marine Drive. The accessory structure would be used as a retail kiosk and model boat storage.

D. Proposed Construction:

This proposal is to create a rectangular accessory building for use with the adjacent model boat pond. The building will be used for boat rental, storage and model pond equipment and is designed for utilitarian use with historic elements.

Style: single-story, approximately 12 by 34 for a total square footage of 408 square feet.

Roof: single gable roof with a 6:12 pitch; low profile, standing seam roof.

Siding: wood shingles

Windows: aluminum, internal and external muntins. Windows to use sliding format. Exterior casings to be 5/4 by 4.

Doors: building has multiple doors: The storage and restroom doors to be aluminum flush; boat rental materials access door to be aluminum full light; and man door to be a solid aluminum sectional roll up.

Other Design

Elements: aluminum gutters to provide roofline detail; small anchor on permeant display at the grassy area on the west of the site.

Exterior Lighting: approximate locations of site lighting have been noted; however no final lighting plan has been proposed. A Lighting Plan will need to be provided as an item for the Community Development staff to review prior to building permit.

Sign: no signage is proposed at this time; should signage be proposed, a signage plan will need to be provided as an item for the Community Development staff to review prior to building permit.

Trash Enclosure: none; a few scattered waste bins will be located on site. All of these bins would be consolidated into existing larger trash containers using existing CRMM capacity.

Landscaping: a Preliminary Landscaping Plan has been provided. A more detailed Landscape Plan in compliance with 2.972.1 will need to be provided as an item for Community Development staff to review prior to building permit.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on April 29, 2019. A notice of public hearing was published in the *Astorian* on May 14, 2019. A notice of public hearing was posted onsite on April 12, 2019. All noticing was completed in accordance with Article 9.

Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

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

Finding: The proposed structure would be adjacent to structures listed as Eligible/Significant and requires review. This structure is the Astoria Train Depot (1925) now known as the Barbey Center. It would be directly visible from the site.

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

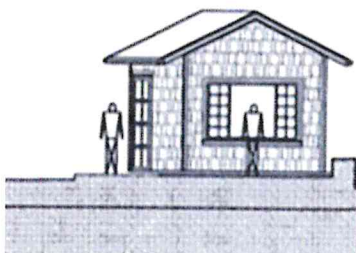


1. *The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials.”*

Finding: The proposed structure is designed with Craftsman elements and in a Waterfront Industrial style. It has been designed to be complementary to the historic Astoria Train Depot (Barbey Center) building rather than a copy of the historic building.

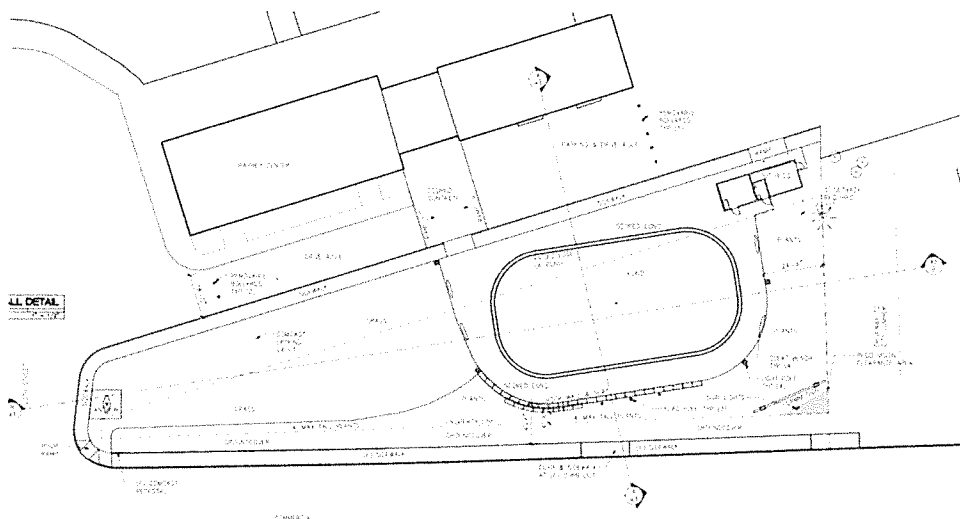
The brick Barbey Center (Astoria Train Depot) was originally constructed for the Spokane, Portland and Seattle Railroad in 1925 and was used as such until 1952. It was designated as historic in 1988. It is a brick building and was rehabilitated by the Columbia River Maritime Museum and is currently used by them.

The proposed accessory structure is a much smaller scaled building and represents a different type of use. The building will be of a different scale and height and therefore, is appropriate to have different architectural details and materials.



In evaluating other material choices: a small-scale brick building that uses similar materials to the Barbey Center would not be appropriate for this type of use and setting. Additionally, a Victorian-era wood structure would not seem appropriate given the utilitarian use of the building. As a result of the smaller scale of the accessory structure, the historic Barbey Center will be granted a stronger visual connection to the site and surrounding areas, providing an advantage to this historic building. Therefore, on balance, due to the location of the proposed structure on the site, the resulting increased visibility from the historic building and surrounding area and a palette of

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



V. CONCLUSION AND RECOMMENDATION

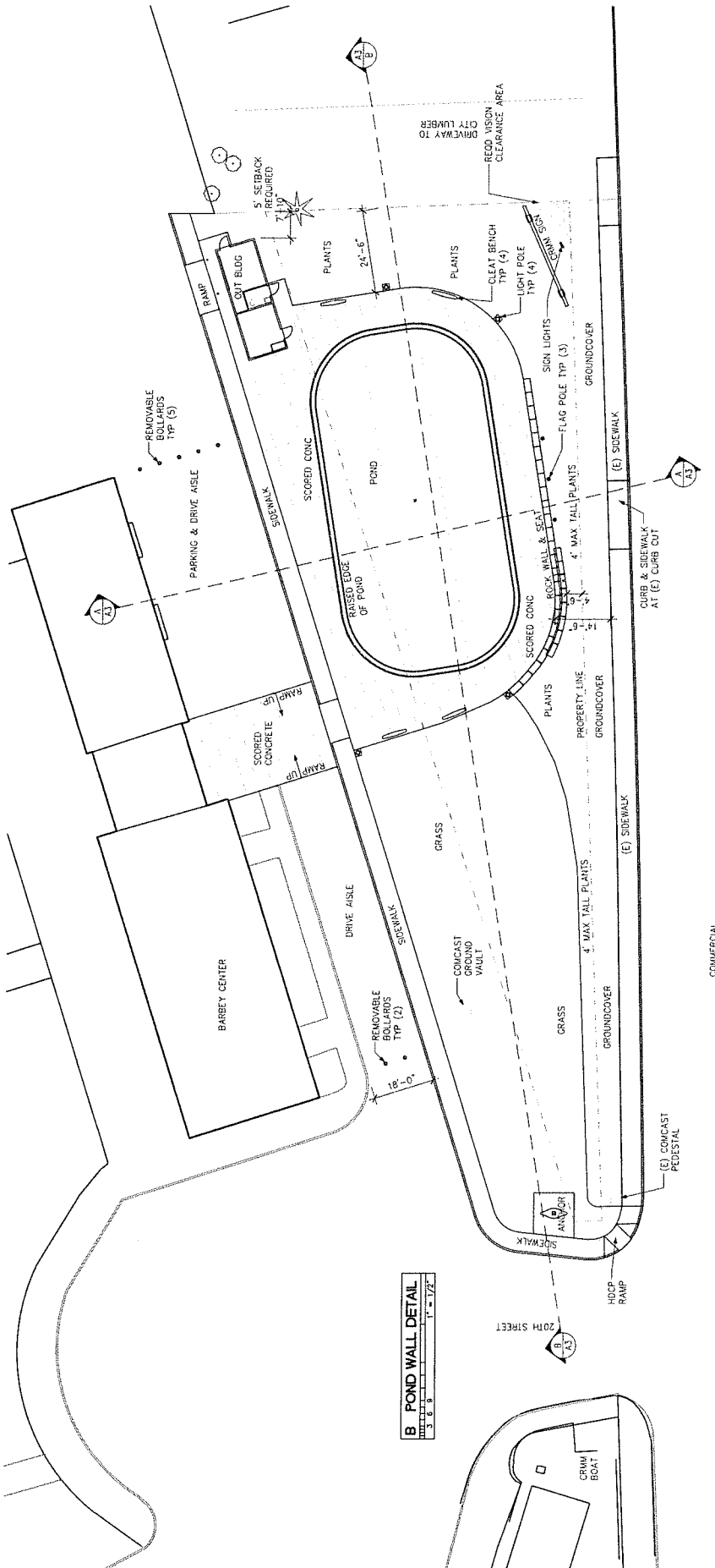
- Approval of a model boat pond and accessory building as noted on the provided Site Plan, April 29, 2019.

Staff has the following recommended conditions for consideration by Historic Landmarks Commission:

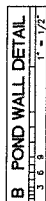
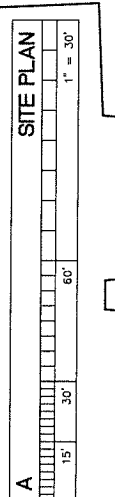
1. A Final Landscape Plan shall be submitted to Community Development staff for review prior to building permit which meets the standards of 2.972.1. Landscaping shall be installed prior to occupancy of the building.
2. Should signage be proposed, a Final Signage Plan will need to be provided as an item for the Community Development staff to review prior to building permit. Any signage proposed would need to comply with Article 8.
3. Pending review/approval of concurrent land use reviews of DR 19-01 and CU 19-03. The subject new construction permit is conditioned upon approval of associated land use applications being reviewed respectively by the Design Review Committee and Planning Commission.
4. A detailed stormwater and wastewater plan will be required for review by Public Works staff in conjunction with any other City-required building/site permits to assure that the services are adequate and future operations will meet City requirements.
5. Prior to issuance of an occupancy permit, the existing 25'-wide, non-exclusive ingress and egress easement shall be relocated so that its final location does not conflict with elements of the proposed project per Public Works review and approval.

NOTE: The applicant should be aware of the following requirements:

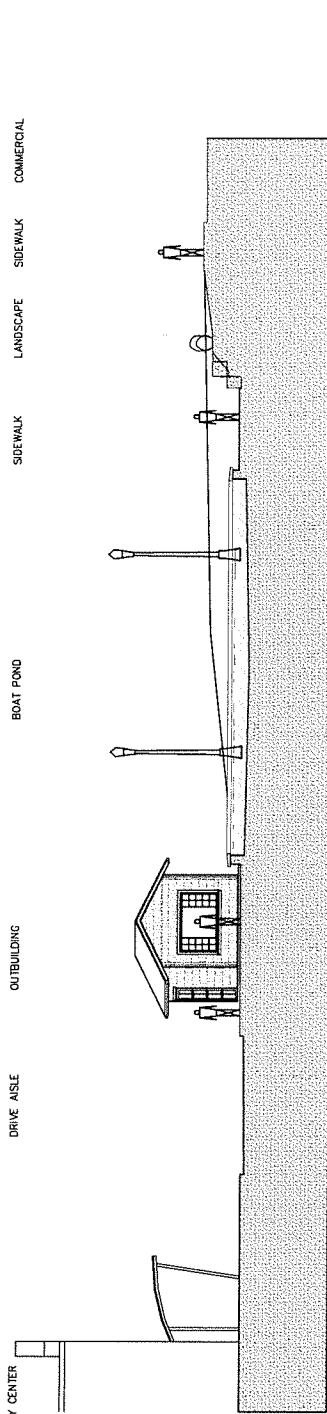
- Changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Community Development staff or the Historic Landmarks Commission depending on the level of changes proposed.
- The applicant shall obtain all necessary City permits prior to the start of construction.



21ST STREET



BARBEY CENTER DRIVE AISLE OUTBUILDING BOAT POND SIDEWALK LANDSCAPE SIDEWALK COMMERCIAL

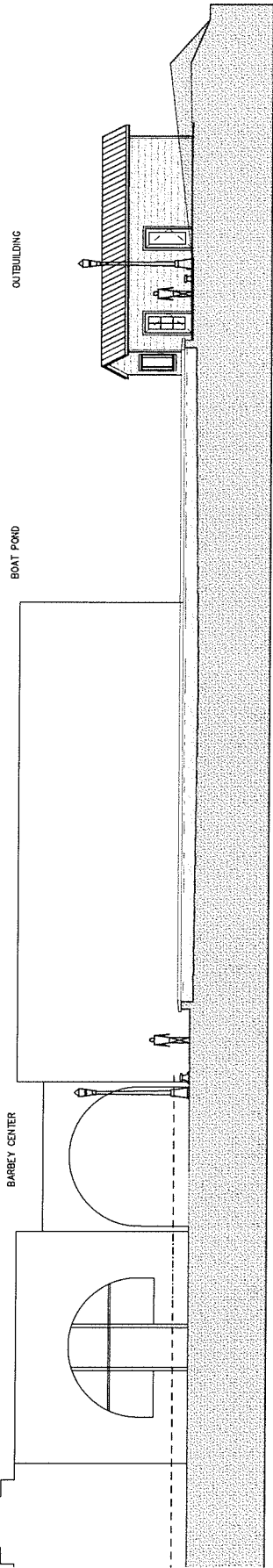


A SITE SECTION NORTH SOUTH
8' 16' 32' 1\"/>

OUTBUILDING

BOAT POND

BARBEY CENTER



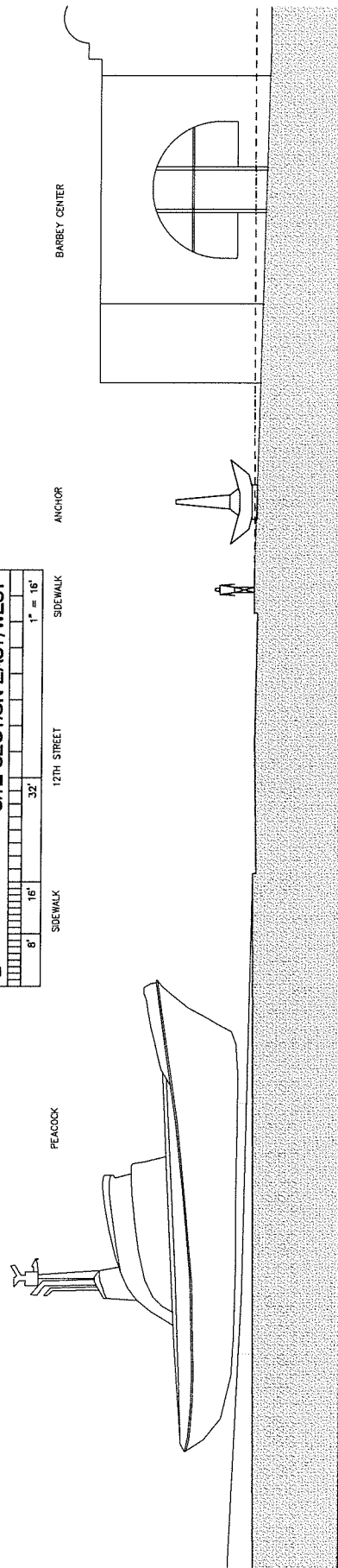
B SITE SECTION EAST/WEST
8' 16' 32' 1\"/>

PEACOCK

12TH STREET

ANCHOR

BARBEY CENTER



B SITE SECTION EAST/WEST
8' 16' 32' 1\"/>

SHEET: A-3

RICKENBACH
CONSTRUCTION
ARCHITECT: MICHELLE DITFENBACH
2777 E. 10TH AVE. SUITE 100
ASTORIA, OR 97103
503-325-2323

NEW DEPOT COMMON AREA
BETWEEN 20TH & 21ST STREET
NORTH SIDE COMMERCIAL STREET
ASTORIA, OR 97103

COLUMBIA RIVER MARITIME MUSEUM
1792 MARINE DRIVE
ASTORIA, OR 97103
503-325-2323

PRE-LIMINARY
DATE: 3-26-19
DATE REVISED:
DRAWN BY: WJD
FILE NAME:

Old Railroad Station, 1925
Columbia River Maritime Museum
2042 Marine Dr.

Designed by a Minneapolis architect, Thomas McMahon, for the Spokane, Portland and Seattle Railroad, after seven years of prodding by the Astoria Chamber of Commerce, the plan called for a Women's Waiting Room on the west end separated from the Men's Waiting Room by the ticket counter, with the baggage room across a breezeway to the east. The last scheduled passenger train left on January 15, 1952.

NAME	FILE #
Old Railroad Station	

AKA Railroad Depot

HISTORIC DISTRICT

ADDRESS 2042 Marine Dr. YEAR BUILT 1925

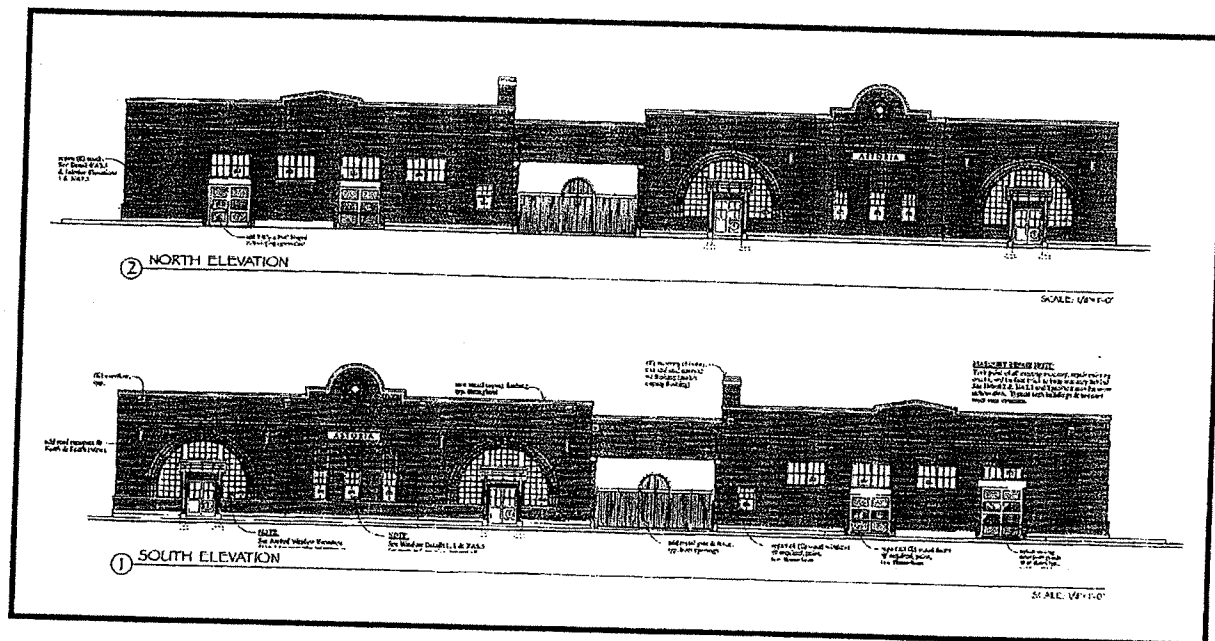
LOCAL DESIGNATION _____ Passed HLC 8/23/88
PC Hearing 10/4/88
3rd Reading / /88 NATIONAL _____

15 YEAR TAX ASSESSMENT BEGINS	ENDS
1970	1985

ASTORIA RAILROAD DEPOT RESTORATION PROJECT

August, 2010

2042 Marine Dr.



The Columbia River Maritime Museum

1792 Marine Drive

Astoria, Oregon 97103

The Columbia River Maritime Museum Astoria Railroad Depot Restoration Project Summary

History. The Astoria Train Depot is a brick structure constructed in 1925 by the Spokane, Portland and Seattle Railroad. It is a fine representation of public masonry of the period and anchors the easternmost extent of the recognized historic district of commercial buildings from Astoria's downtown core. The Depot serviced up to eight passenger trains a day from Portland up to 1952. With the advent of better roads, passenger service was discontinued and thereafter the Depot was used only for freight handling. In 1987 Burlington Northern Railroad gave this historic landmark to the Museum. Although the building was not open to the public, between 2002 and 2005 the Depot served excursion trains as part of the Lewis and Clark Bicentennial. The Depot was briefly used by the Museum as a boat shop to build a replica of a historic sailing gillnet boat. Otherwise it has served primarily as a storage area for the Museum. In 2005 the Museum acquired other storage space, freeing up the Depot for other uses.

Use. It is the intention of the Museum to use the Astoria Depot for educational activities that will complement the more traditional exhibits and activities that take place in the Museum's main building.

Once the building is restored, both the east and west wings of the building will form what could be called "The Center for Traditional Maritime Skills and Trades". The east wing, which was used for freight and baggage, will be set up as a boat shop and used for a wide variety of purposes, including boatbuilding and workshops and demonstrations of traditional maritime skills. The west wing, which has two beautiful waiting rooms with coffered ceilings separated by restrooms and the ticket office, will be used for workshops, meeting and classroom spaces and display areas to interpret the history of both rail and river transportation of the region.

Principals from several organizations, including the WoodenBoat School from Brooklin, Maine have expressed strong interest in using the Depot for boatbuilding and other courses. They would advertize classes, provide the instructors and students. They would draw on the entire western region and much of the world (WoodenBoat classes in Maine regularly include students from Japan, Italy, England, New Zealand, Australia and other countries). The week-long programs would provide a modest but steady income to the Museum but significant revenue to the City in terms of student lodgings and meals. One company, Chesapeake Light Craft has expressed interest in teaching classes in Astoria during the winter, a time when tourists are few. All Depot activities would be open for viewing to the general public—everyone likes to watch things being made.

Otherwise the Depot would be staffed by volunteers involved in the restoration of the Museum's boats and in building replicas of important local craft (such as the extinct Willapa Bay Oyster Sloop). The Museum will also give workshops on boatbuilding and other maritime skills and on related skills in general, including woodworking, bronze casting, etc. There is a long list of workshops and demonstrations that can be put on in the Depot.

The Depot will also be used to house the "Regional Boat Documentation center" that the Museum is putting together in cooperation with the U.S. National Park Service's Historic American Building Survey Program, the Library of Congress and with Clatsop Community College's Historic Preservation Program. The documentation program, using volunteers, would feed into the Museum's publication program, further helping to preserve the maritime culture of the region and bring prestige and national recognition to both the Museum and the community.

In time, if the rail line between Astoria and Portland is reactivated, the Museum would welcome the opportunity to have the Depot resume its historic functions, serving both trains and people.

Restoration. Although the Depot has not been significantly altered since its construction in 1925 and remains a significant historical architectural asset to the community, it is in need of some serious repair. The Nisqually earthquake of 2001 caused noticeable structural damage and before the building can be reopened to the public, it will need to be brought up to current seismic standards. Restoration work will include steel reinforcement of the roof structure, walls and parapet. Cracked masonry and footings will be repaired; windows and doors will be rebuilt or replaced. New utilities will be brought in and all facilities will be upgraded including ADA compliant restrooms and new HVAC systems. Only minor alterations to the historic interior fabric will be made. The exterior will be fully restored to its original appearance.

Cost. Jay Raskin and Associates have estimated that the full restoration of the Depot will cost \$1.498 million. This figure does not include interior furnishings (such as workshop tools) or exterior landscaping and site preparation for parking, etc. A more complete cost estimate is being prepared but it is likely that the total project will approach \$2 million.

Funding. Funding will be sought from a number of different sources including individuals, foundations, corporations and government. A request for funding from the Oregon Department of Transportation's Transportation Enhancement Program, if successful, could provide a significant part of the cost of the project.

A major campaign for the project will be undertaken sometime in 2011. It is anticipated that the project will be completed in 2012 to coincide with the Museum's 50th Anniversary.

Depot Information

Workshop Space

The Depot has a total of 6030 sq. feet divided into four areas. Excluding office, restroom and storage space there is 5358 sq. ft. divided into four areas available for courses and workshops:

East wing: 1650 sq. ft.

Breeze way: 708 sq. ft.

West wing (Mens' waiting room): 1480 sq. ft.

West wing (Womens' waiting room): 1520 sq.ft.

In comparison, WoodenBoat School (a subsidiary of WoodenBoat Magazine) of Maine, has 4 workshop spaces equipped with benches. Additionally there is an office, a tool room, a tractor bay (with basic metal working tools), a pole barn and an attic space suitable for small classes. The two largest workshop spaces have, respectively, 1800 sq. ft. and 1170 sq. ft.

In Seattle, The Center for Wooden Boats has 1200 sq. ft. of space for boatbuilding and other programs.

Classes/Workshops/Demonstrations

Nearly 50 different subjects have been identified as potential classes, workshops and demonstrations.

WoodenBoat teaches approximately 90 different classes from June through September. Typical classes run for 5 days with tuition of \$750 per class, not including material costs (which can be as high as \$1400 for some boatbuilding classes).

The Center for Wooden Boats in Seattle offers more than twenty non-sailing two-day workshops and week-long classes from April through October. Tuition ranges from \$80 to over \$900 with the average of \$280 for a two-day workshop. CWB tuition usually includes materials.

With both organizations class size is usually limited to 10 with a minimum of 5 people for a class to be taught.

Potential Revenues

WoodenBoat School : Net revenues after course costs, excluding overhead: \$4950/five day course with 10 students.

Center for Wooden Boats: Net revenues after course costs, excluding overhead: \$1750/two day course with 10 students.

Potential Courses, Workshops, and Demonstrations for the Depot

The following courses can be either weekend workshops or week long courses. Many can be further subdivided into more specific courses and into courses designed for children, young adults and adults.

Introduction to Boatbuilding	Marine lumbers and boatbuilding woods
Bronze Casting for Boatbuilders	Propellers
Pond Yachts	Goops and Goos for the Boatbuilder
Building Half Models	Introduction to Woodworking
Building Kayaks	Marine Surveying
Building Specific Boats:	Marine safety courses
Skiffs, Yawls, Canoes, Duckboats	Duckboat maintenance
Dinghies, Drift boats, Kiwanda Dories etc.	First aid/CPR for boaters
Elements of Boat Design	Power squadron courses
Finishing Out a Hull	Diesel engine maintenance
Hand Tool Tune-up for Boatbuilders	General metal work
Joiner work and Decorative Inlay	Introduction to Welding
Lofting	Navigation
Marine Painting and Varnishing	Charts and chart making
Scratch Model Building	Fishing Techniques:
Carving a Duck Decoy	Gillnetting
Traditional Lapstrake Construction	Trolling
Traditional & Modern Oar Making	Seine nets
Paddle Making	Oyster tonging
Wood-and-Canvas Canoe Construction	Otter trawling
Woodcarving	Long-lining
Wooden Boat Repair and Restoration Methods	
Drawing Boats and Boat Details	
Watercolor Courses	
Marine Photography	
Rigging (fiber)	
Rigging (wire)	
Marlingspike Seamanship	
Knots and Splices	
Making Hand Tools	
Fitting Out the Traditional Boat	
Caulking	
Canvas work (Palm and Needle)	
Net-making (including Hammocks)	
Net-making Tools (Mesh-boards, needles, etc.)	
Crab and crayfish traps	
Sail Making	
Sail Repair	
Leather Work for Boatbuilders	
Taking the lines: Boat Documentation	
Marine Engines – A Survey	

Depot Project – Phased Restoration

Phase 1

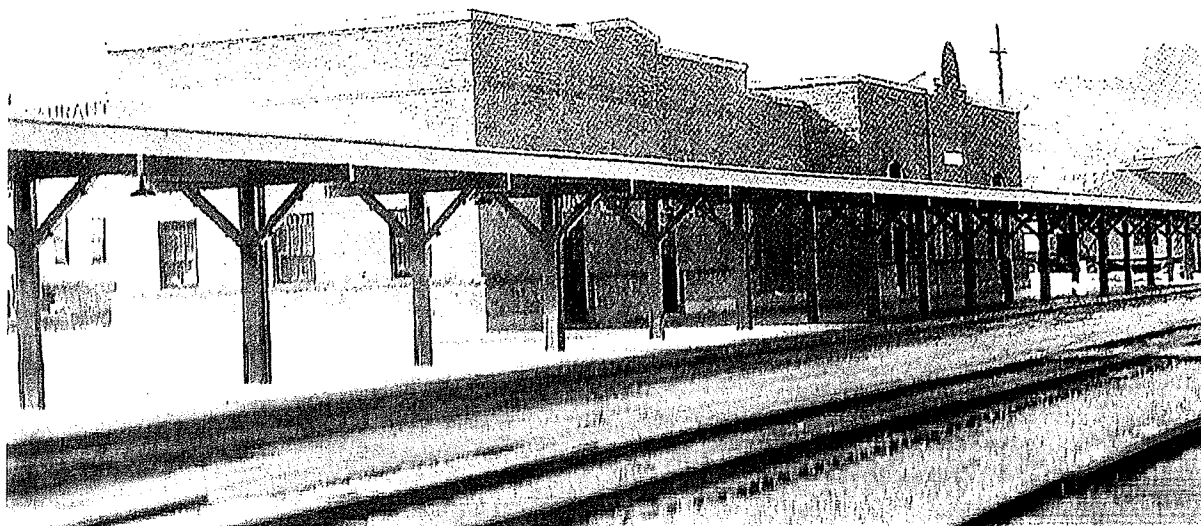
- Repair and restore exterior brick surfaces (includes basic seismic work)
- Bring in all utilities to building
- Bring east wing to a functional “workshop” condition
 - New unisex restroom (s)
 - Power
 - Lighting
 - HVAC
 - Fire & Security
 - Office & storage space
 - Utility sink
- Remove breeze way concrete and replace with gravel
- Repair east wing doors
- Repair east wing windows
- Repair west wing windows
- Breeze way gate & fence

Phase 2

- Seismic upgrade for both wings (includes roof work)
- Complete interior restoration of east wing
- Two new unisex bathrooms for west wing
- West wing office and storage space
- West wing utilities
- West wing flooring
- West wing interior finish
- West wing doors
- West wing windows

Phase 3

- Exterior site finish work (paving)
- Breeze way pavers
- Landscaping
- Awnings



Astoria Railroad Depot – Upper view 1925; Lower view 1990s

Astoria Railroad Depot Renderings



View of the West Wing

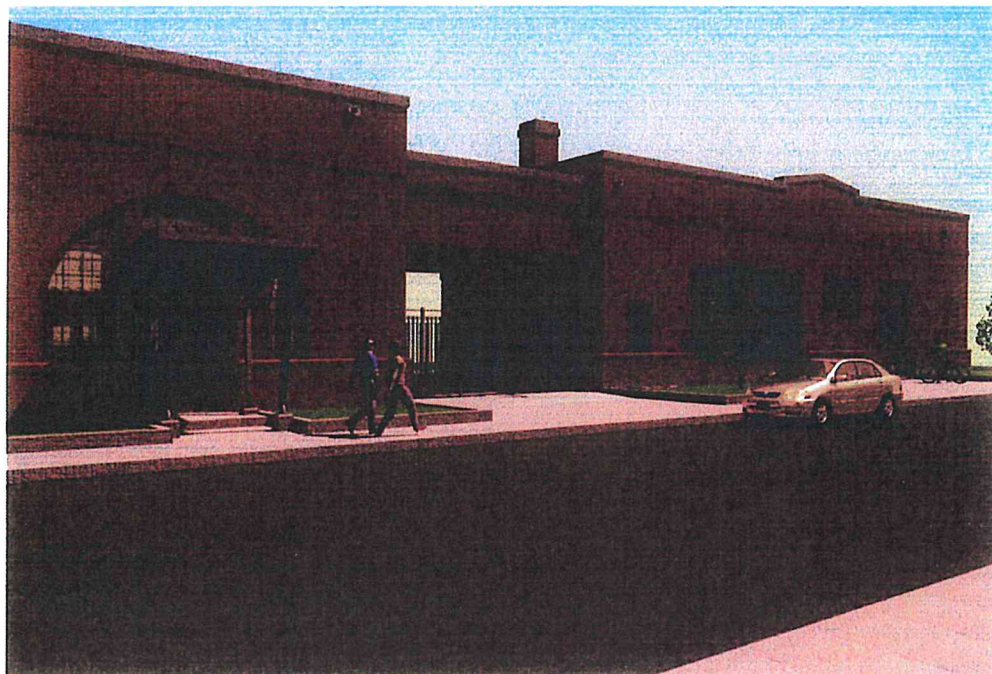


View of East Wing

Astoria Railroad Depot Renderings - 2



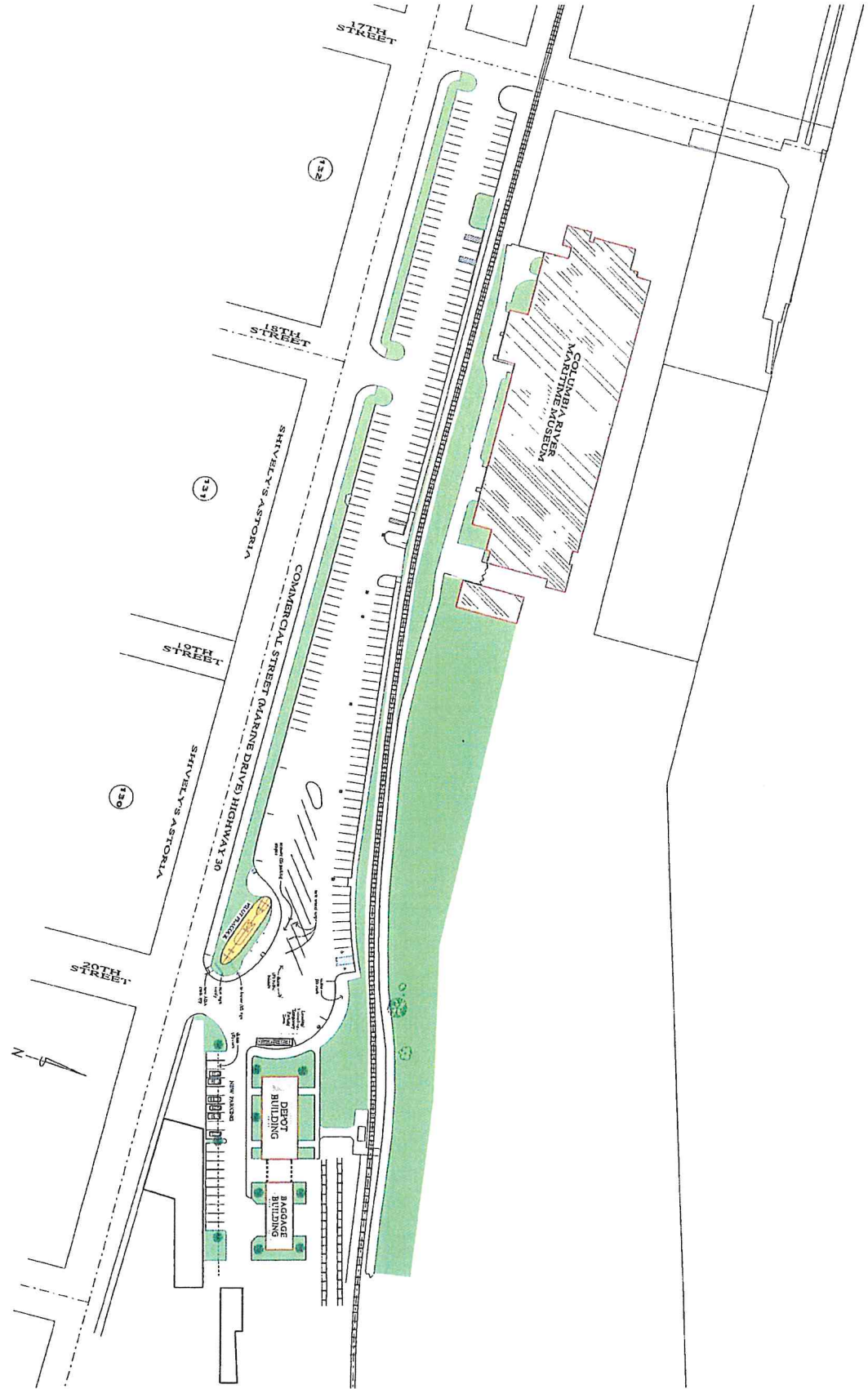
View of the West Wing



View of West Wing, Breezeway and East Wing

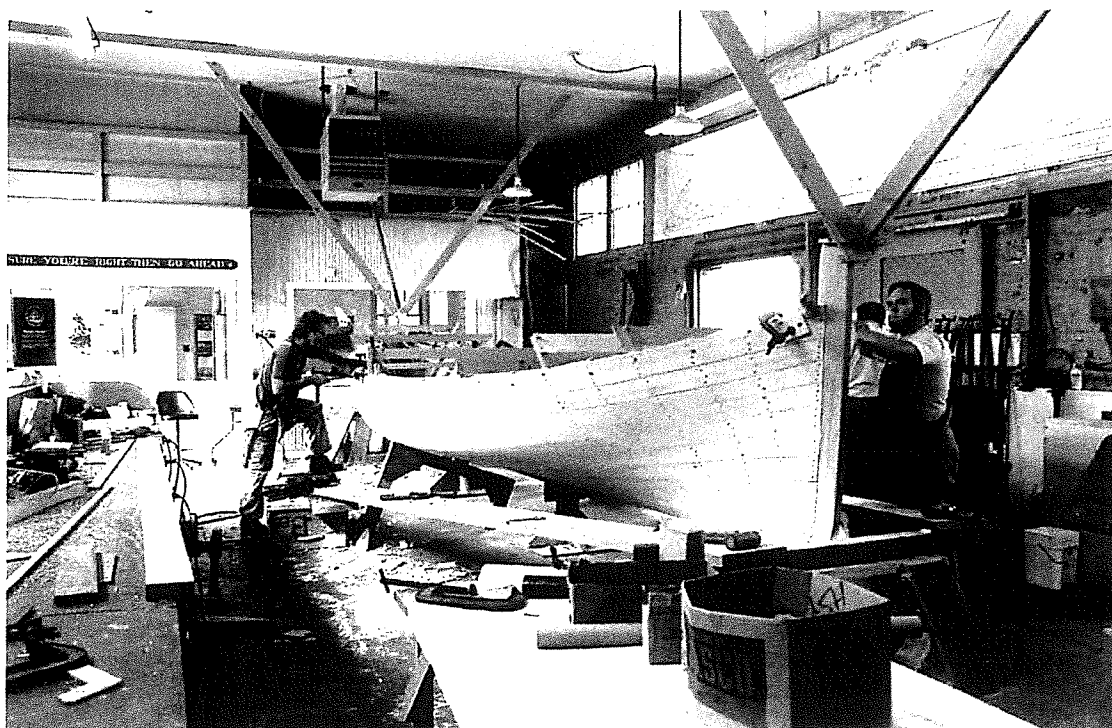
1 MUSEUM / DEPOT PARKING PLAN

SCALE: 1" = 50'



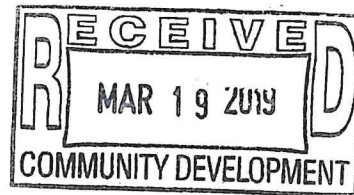
<p>PRELIMINARY SET</p> <p>A1.0</p>	<p>Project No. 0520</p> <p>Date: March 1, 2020</p>	<p>MUSEUM & DEPOT BUILDING PARKING PLAN</p>	<p>OWNER: Columbia River Maritime Museum, 1792 Marine Drive, Astoria, Oregon 97103 503-325-2323</p> <p>DEPOT BUILDING RENOVATION</p> <p>2042 Columbia River Highway Astoria, OR 97103</p>	<p>Architect: Ecob Architects</p> <p>2042 Columbia River Highway Astoria, Oregon 97103 Phone: 503-325-2323 www.ecobarchitects.com</p>	<p>Structural Engineer: ATC Engineering</p> <p>1000 Commercial Street, Suite 100 Astoria, Oregon 97103 Phone: 503-325-2323 www.atc-engineering.com</p>
	<p>1792 Marine Drive, Astoria, Oregon 97103</p>			<p>1792 Marine Drive, Astoria, Oregon 97103</p>	

1989 Columbia River Gillnet Boat Construction Project
Astoria Railroad Depot Boatshop





CITY OF ASTORIA
Founded 1811 • Incorporated 1856
COMMUNITY DEVELOPMENT



NC 19-02 (See CV 19-03) (See DR 19-01)

☒ Fee Paid Date 3/19/19 By CC
FEE: \$350.00 PI

NEW CONSTRUCTION (ADJACENT TO HISTORIC PROPERTY)

Property Location: Address: 2060 Marine Drive, Astoria OR 97103

Lot _____ Block 129 Subdivision _____
Map T8N R9W, Sec 8DA WM Tax Lot 700 Zone HR

For office use only:

Adjacent Property Address:	
Classification:	Inventory Area:

Applicant Name: Rickenbach Construction Inc.

Mailing Address: 37734 Eagle Lane, Astoria OR 97103

Phone: 503-325-3749 Business Phone: _____ Email: michelle@rcibuilds.com

Property Owner's Name: Columbia River Maritime Museum

Mailing Address: 1792 Marine Drive, Astoria OR 97103

Business Name (if applicable): _____

Signature of Applicant: Michelle Duffenbach 3.19.19

Signature of Property Owner: Samuel E Johnson

Proposed Construction: New 408 square foot building to house a model boat rental space, storage, pond equipment and a restroom.

For office use only:

Application Complete:	Permit Info Into D-Base:
Labels Prepared:	Tentative HLC Meeting Date:
120 Days:	

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. Forms also available on City website at www.astoria.or.us.

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

1. The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials.
This small new building will have a height of about 14' and will appear as a small out building or storage building associated with the Maritime Museum complex. The exterior will be cedar shingles with aluminum service doors and one large window to serve the boat rental area facing the pond. It will have a metal roofing. The Maritime Museum has a storage building similar to this on the east side of the main museum building.
2. The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations.
The main area of the this site will be made into a park with a boat pond, accessible to the public. The new building will be located on the north east corner of the site with vehicle access off the existing drive aisle for service. The floor will sit at the same elevation as the Barbey Center which is about six feet below Commercial Street. Between the location on the site and the small size of the building, it will not be very noticeable and allows the Barbey Museum to be seen and celebrated.

PLANS: A site plan indicating location of the proposed structure on the property is required. Diagrams showing the proposed construction 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.

RICKENBACH
CONSTRUCTION
INCORPORATED
1000 10TH AVENUE, SUITE 1000
DENVER, CO 80202
ARCHITECT: MICHELLE DIFFENBACH

NEW DEPOT COMMON AREA
NORTH SIDE COMMERCIAL STREET
BETWEEN 20TH & 21ST STREET
ASTORIA, OR 97103

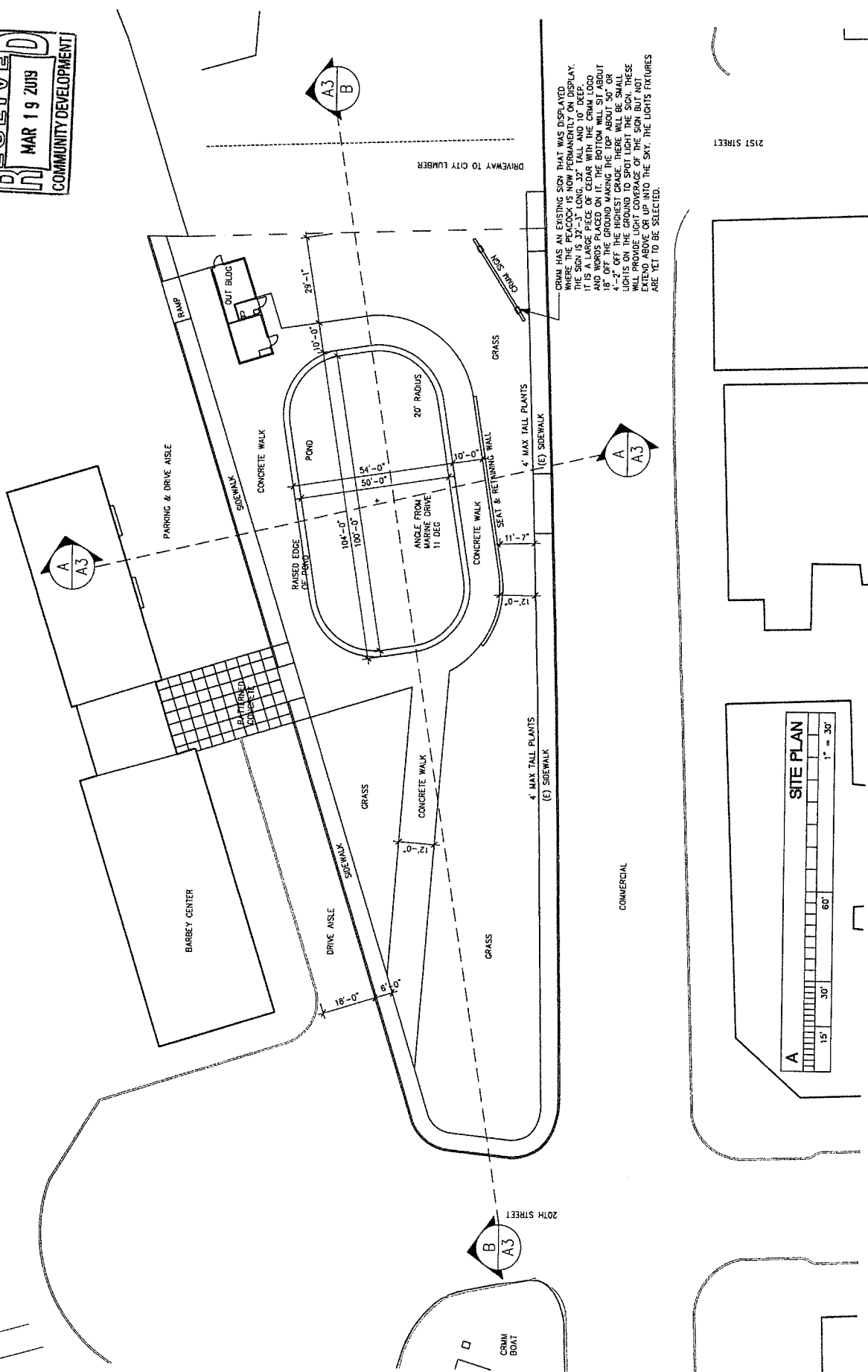
COLUMBIA RIVER MARITIME MUSEUM
1792 MARINE DRIVE
ASTORIA, OR 97103
503-325-2323

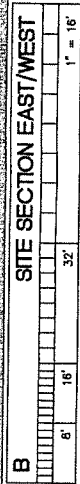
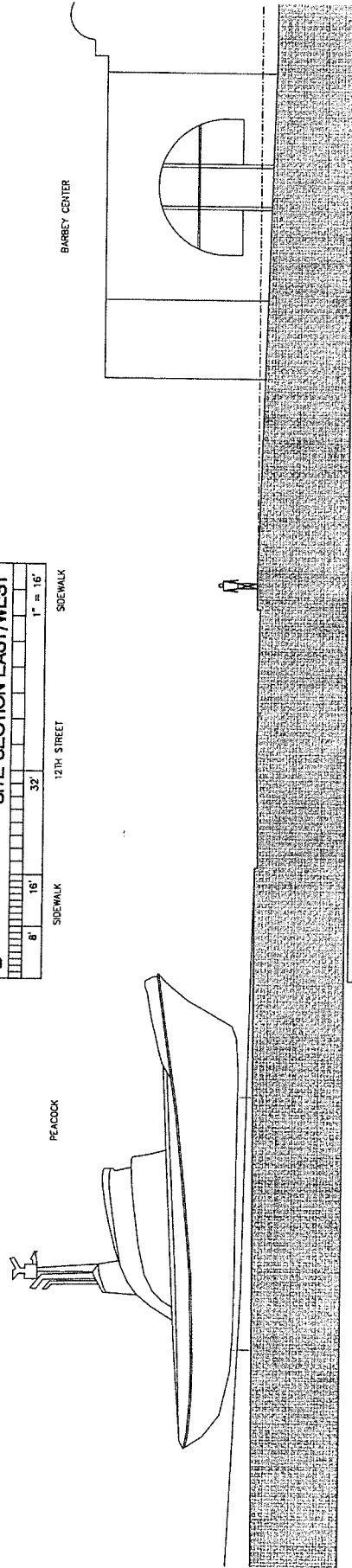
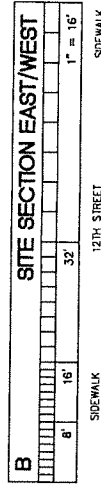
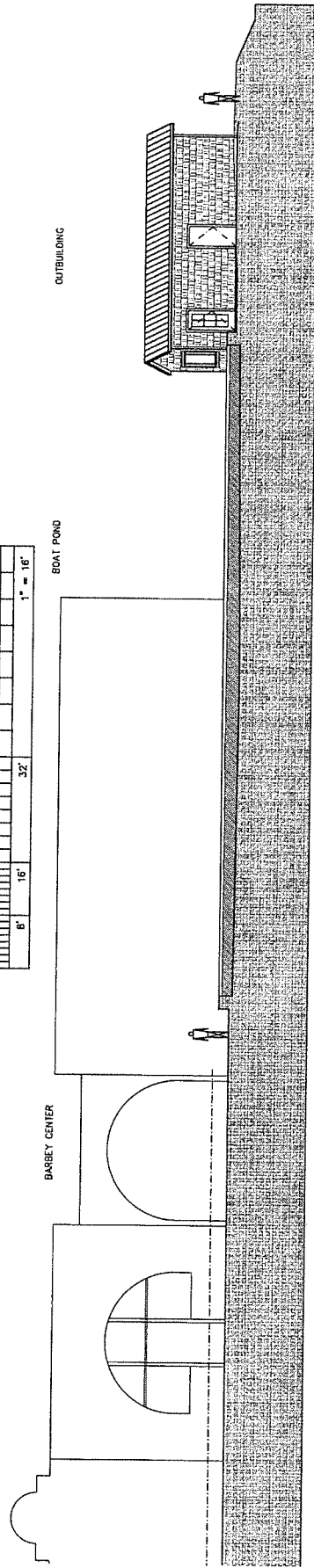
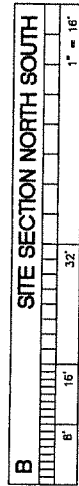
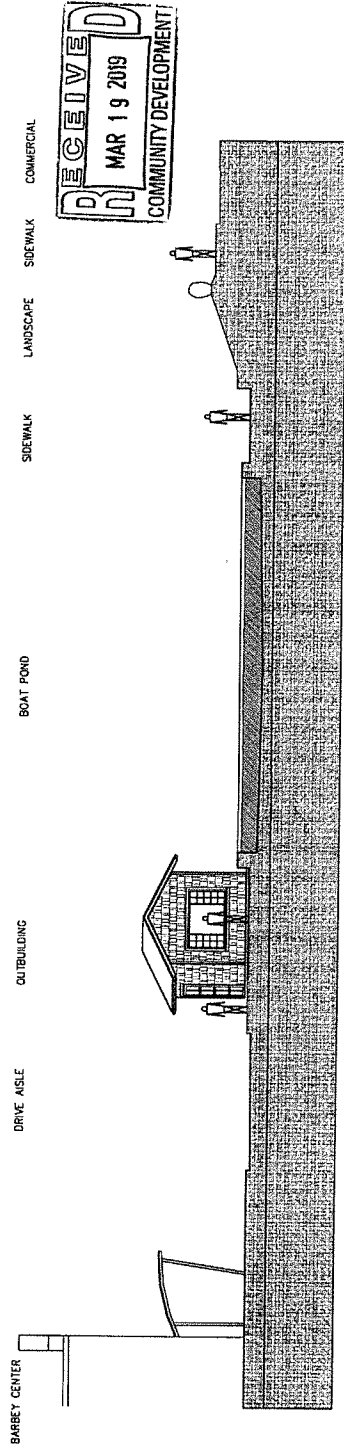
PRE-LIMINARY
DATE: 3-15-19
DATE REVISED:

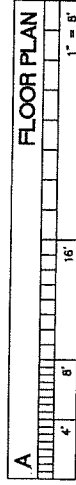
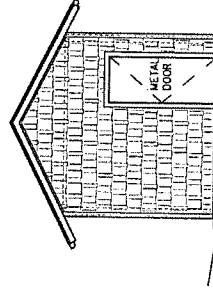
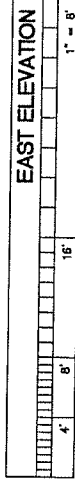
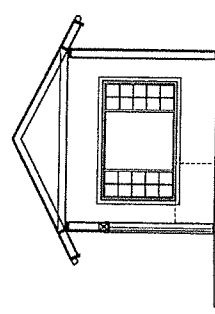
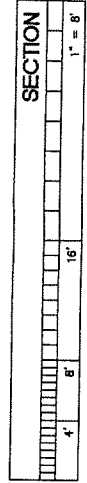
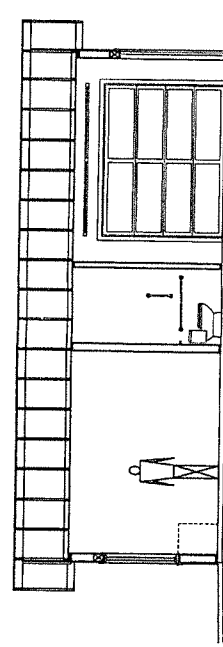
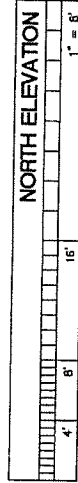
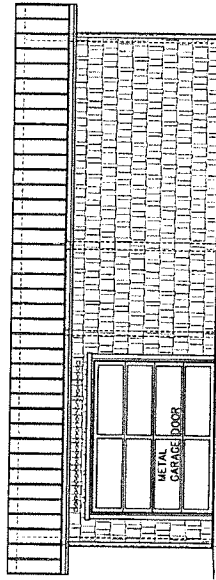
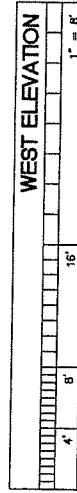
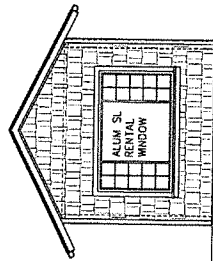
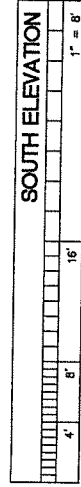
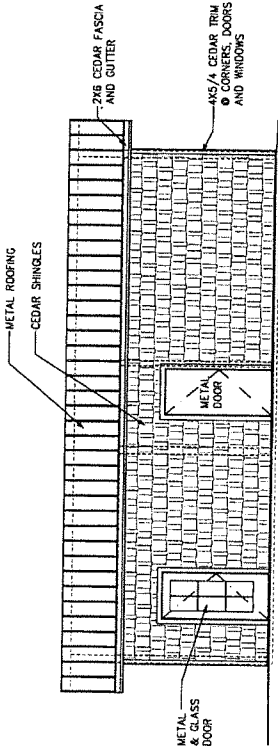
DRAWN BY:
MRD
FILE NAME:

SHEET:

A-2







RICKENBACH
CONSTRUCTION
INCORPORATED
ARCHITECT: MICHELLE DEFFENBACH
37700 24th Ave, Astoria, OR 97103
503-325-2323

NEW DEPOT COMMON AREA
1792 MARINE DRIVE
ASTORIA, OR 97103
BETWEEN 20TH & 21ST STREET

COLUMBIA RIVER MARITIME MUSEUM
503-325-2323
ASTORIA, OR 97103

PRE-LIMINARY
DATE: 3-15-19
DATE REVISED:
DRAWN BY:
MRD
FILE NAME:

SHEET:
A-4

RECEIVED
MAR 19 2019
COMMUNITY DEVELOPMENT

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA**

**CITY OF ASTORIA
NOTICE OF PUBLIC HEARING**

Mail	4-29-19
Email	4-29-19
Web	4-29-19
Pub	5-14-19

The City of Astoria Historic Landmarks Commission will hold a public hearing on Tuesday, May 21, 2019 at 5:15 p.m., in the City Hall Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

- 1) **New Construction Request (NC19-02)** by Rickenbach Construction, on behalf of the Columbia River Maritime Museum, to locate an outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2050 Marine Drive (Map T8N R9W Section 8DA WM, Tax Lot 700, Block 129) in the HR (Hospitality/Recreation) Zone. The site is adjacent to the historic Railroad Depot building at 2042 Marine Dr. Development Code Sections 2.966 to 2.972, Articles 9 (Administrative Procedures), and Article 14 (Civic Overlay and Gateway Overlay), and Comprehensive Plan Sections CP.015, CP.057 and CP.058 and CP 240 to 255 are applicable to the request.
- 2) Miscellaneous Review request (MR19-02) by Ron Neva to paint a series of wall graphics on the columns associated with the east-facing elevation of an existing commercial building at 1335 Marine Drive (Map T8N R9W Section 8CA WM, Tax Lot 2400; Lot 4, Block 57) in the C-4 (Central Commercial) Zone. The site is adjacent to the historic Gimre-Svenson building at 229-239 14th Street and is located in the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 3) Miscellaneous Review Request (MR19-03) by the Astoria Downtown Historic District Association to commission and install professionally painted murals on the walls of buildings on the 13th Street Alley between Duane and Commercial Streets. The murals would be between two commercial buildings, 1295 Commercial Street and 1319 Commercial Street, and 1296 Duane Street and 1310 Duane Street; between lots 3,4,5; between blocks 62 and 136, McClures-Shivley subdivision; Map T8N R9W, Section 8CA, between tax lots 6000/6001 and 6900; C-4 (Central Commercial) Zone. This site is located within the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 4) Demolition Request (DM19-01) by Tim Janchar to demolish an existing garage at 1440 Irving Avenue (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The garage structure is designated as historic in the Shivley-McClure National Register Historic District and is associated with the single-family dwelling at 828 14th Street. Development Code Standards 2.150 to 2.185, Articles 6 & 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.
- 5) New Construction request (NC19-01) by Tim Janchar to reconstruct the existing garage at 1440 Irving Avenue associated with a single-family dwelling at 828 14th Street ((Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The site is adjacent to structures designated as historic in the Shivley-McClure National Register Historic District. Development Code standards 2.150 to 2.185, Article 6 (historic Preservation) & Article 9 (Administrative Procedures), and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.

STAFF REPORT AND FINDINGS OF FACT

May 14, 2019

TO: CITY OF ASTORIA, HISTORIC LANDMARKS COMMISSION

FROM: ROBIN SCHOLETZKY, AICP CONTRACT PLANNER

SUBJECT: REQUEST FOR MISCELLANEOUS REVIEW (MR 19-02) BY RON NEVA
TO ADD PANELS OF WALL GRAPHICS ON THE EAST-FACING
ELEVATION OF AN EXISTING BUILDING AT 1335 Marine Drive.

I. BACKGROUND SUMMARY

A. Applicant: Ron Neva
1331 Marine Drive
Astoria, OR 97103

B. Owner: Charlie's Chophouse
3323 Harrison
Astoria, OR 97103

C. Artist: Enid Archer, wimiwayaura@hotmail.com
(763) 367-0057

D. Location: 1335 Marine Drive; Map T8N R9W Section 8CA WM, Tax Lot 2400;
Lot 4, Block 57A

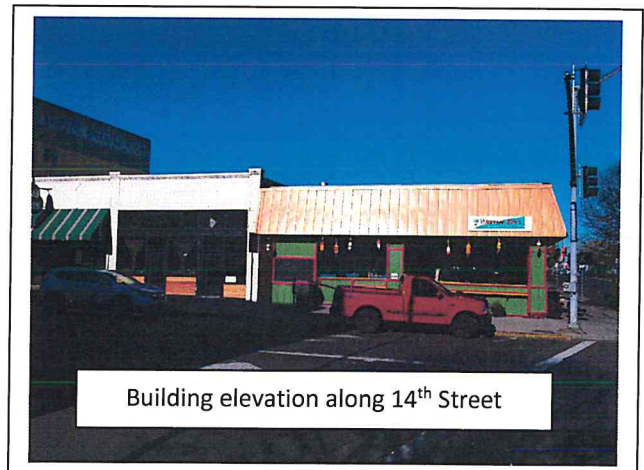
E. Proposal: To paint a wall graphic on the east-facing elevation of an existing
commercial building

F. Zone: C-4 Zone (Central Commercial)

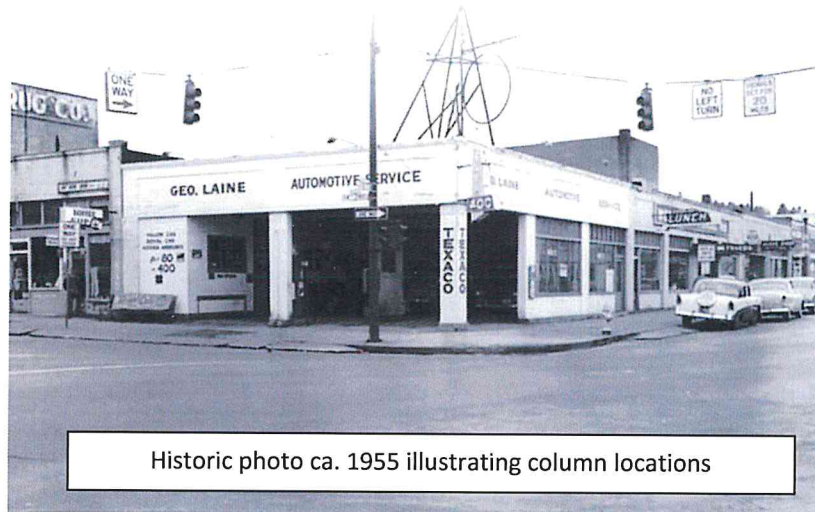
II. BACKGROUND

A. Subject Property

The subject property is located on the northeast corner of 14th Street and Marine Drive. The site is developed with single story commercial building. The building faces 14th Street and Marine Drive to the north and east.



Historically, the building was used for auto repair—with the columns designating areas for parking/structural support. These columns are the areas to be proposed for the wall graphics.



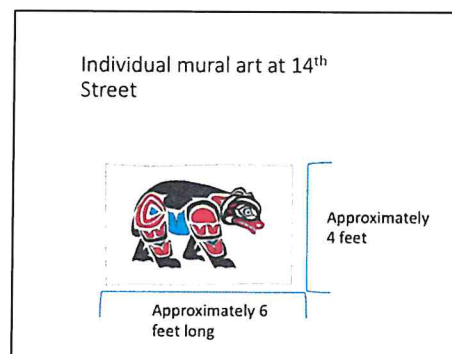
B. Neighborhood

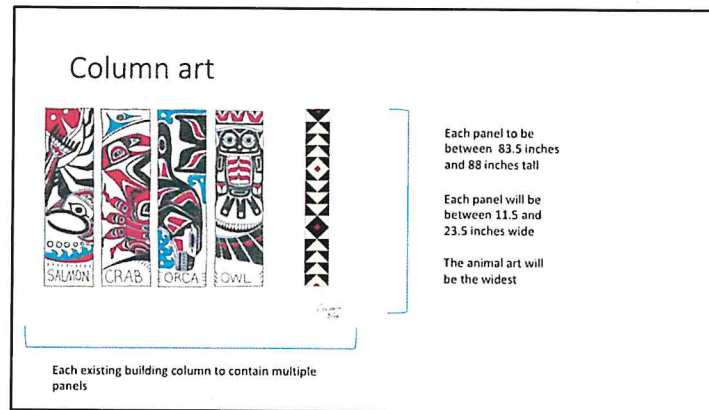
The site is on the corner of Marine Drive and 14th Street. It is visible from traffic heading west on Marine Drive and north on 14th Street.

The building is in close proximity to a number of historic buildings. See inset on page 4 for exhibit/map of locations. The neighborhood is comprised of a variety of commercial uses and developments at scales of 1-2 stories. The site is adjacent to the historic Gimre-Svenson building which includes Gimre Shoes. Across 14th Street to the east is a pet supply business and across Marine Drive is a parking lot and the River Pilot's building across the trolley line. Surrounding uses to the south and west include a restaurant and a hotel.

C. Proposal

The applicant is proposing to have a painter, Enid Archer, paint a series of wood panels which will be attached within the columns on the west elevation of the building. The two types of murals are noted below:





The proposed graphics will consist of indigenous animals: salmon, crab, orca and owl and a pattern for the narrowest locations and a separate rectangular graphic of a bear. The colors proposed are limited to black, turquoise, off-white and red. The applicant has provided the following color list:

Golden Artist:

Carbon Black #1040-3 Series 1
 Light Turquoise #1564-2 Series 3
 Napthol Red Light #1210-3 Series 5

Behr:

Behr PPU18-06 Ultra Pure White Satin Enamel

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on April 29, 2019. A notice of public hearing was published in the *Astorian* on May 14, 2019. A notice of public hearing was posted onsite on April 29, 2019. All noticing was completed in accordance with Article 9. Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. STANDARDS AND CRITERIA

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

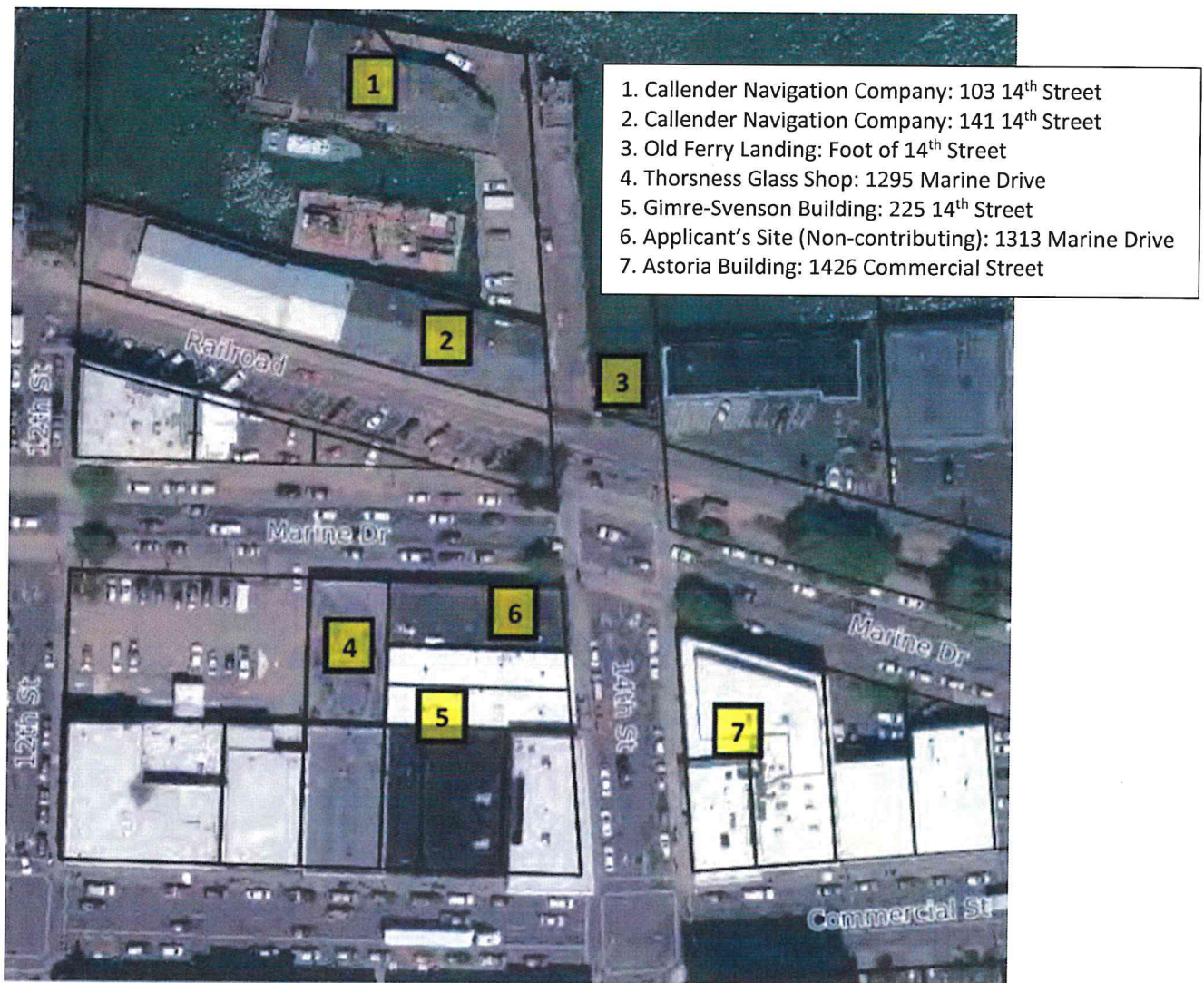
Development Code Section 1.400 defines a “*sign*” as “*Any identification, description, illustration, symbol, or device which is affixed directly or indirectly upon a building, structure, or land and which conveys a message.*”

Finding: The request is to paint a series of wall graphics to attach to existing columns and a portion of a wall of the west elevation of a

commercial building. The graphics will not include any message relative to the business and the only words would be the names of the animals depicted. Therefore, the proposal is considered wall graphics and is not a sign.

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

Finding: The property is located within the Downtown Historic District. The site, noted as location 6 below, is adjacent to a number of buildings identified as historic. The site is not historically designated. See inset:



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

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

Finding: The colors proposed to be used are appropriate for the theme of the indigenous art. The graphics would be within the architectural columns on the west elevation of the building and would range in dimension depending on the width/length of the column. The dimensions would be between 88 and 83 inches tall and 11 ½ to 22 inches wide. The artwork is correctly scaled for the building. The buildings overall façade is divided by the columns and an open seating area within the building. The location of the murals is appropriate for a design element especially when considering the based on the historical photograph. The overall theme of the artwork is suggestive of the native populations who have historically inhabited the region.

Locations of wall murals at multiple street-facing facades



Location of bear mural

The signage on the building will remain. The graphics are appropriate in terms of color, scale, location and design.

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

Finding: The art panels would be mounted flush with the columns and would be visible when viewing the façade head-on. Although there are six historically designated buildings in the vicinity, the views would be limited to the Astoria Building (#7) across the street on 14th and the Gimre-Svenson Building (#5) directly next door. Views from the remaining four buildings would be limited as they are located across a wider street, Marine Drive. Overall, the graphics will not be a negative impact on the adjacent historic buildings.

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

Finding: The graphics would be visible looking southward on the RiverWalk at the end of 14th Street, however, the views would be very limited because of the on-street trees at the corner of the site's building. These street trees will help to buffer the murals. Additionally, the building is at a signaled intersection on Marine Drive and traffic from the west would have some view of the graphics. The graphics are reflective of the indigenous populations of Astoria and will not be a negative impact on adjacent buildings, views and vistas.

V. CONCLUSION AND RECOMMENDATION

Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission. Minor changes may be approved by the Community Development Director.

The applicant shall obtain all necessary City permits prior to the start of operation.

Staff recommends **approval** of the request with the following conditions:

1. The wall graphics shall be limited to the text as noted in the staff report.
2. Changes to the dimensions of the graphics within 1"-3" inches are acceptable without additional review.

Historic Properties adjacent to 1335 Marine Drive



1. Callender Navigation Company
103 14th Street

2. Callender Navigation Company
141 14th Street

3. Old Ferry Landing
Foot of 14th Street

4. Thorsness Glass Shop
1295 Marine Drive

5. Gimre-Svenson Building
225 14th Street

6. Hurricane Ron's – Applicant
1335 Marine Dr. a.k.a.
1313 Marine Drive

7. Astoria Building
1426 Commercial Street

HIST. NAME: Callender Navigation Company
COMMON NAME: Foss Maritime Co.
ADDRESS: 103 Fourteenth Street

DATE OF CONSTRUCTION: 1904
ORIGINAL USE: maritime
PRESENT USE: maritime

CITY: Astoria, 97103

ARCHITECT:

OWNER: Brix Maritime Co.
 PO Box 83018
 Portland, OR 97283

BUILDER: Leander Lebeck

THEME: transportation & communication
STYLE: Vernacular

T/R/S: T8N/R9W/S8

MAP NO.: 80908CA **TAX LOT:** 600

ADDITION: McClure's Addition to Block 57

xBLDG STRUC DIST SITE OBJ

BLOCK: SUB B of BLK 57 **LOT:** Ftg of Lots 1 thru 4, N of railroad R/W **QUAD:** Astoria

CLASSIFICATION: primary

PLAN TYPE/SHAPE: rectangular

NO. OF STORIES: two

FOUNDATION MATERIAL: wood piling

BASEMENT: none

ROOF FORM & MATERIALS: gable/built-up

WALL CONSTRUCTION: nailed wood frame

STRUCTURAL FRAME: nailed wood frm

PRIMARY WINDOW TYPE: multi-pane fixed and single pane casement in wood frame

EXTERIOR SURFACING MATERIALS: board and batten, horizontal wood ship lap

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: none

OTHER: none

HISTORICAL INTEGRITY: very altered

EXTERIOR ALTERATIONS/ADDITIONS: west 50' lost in storm in 1940's; second story, added in 1960's projects through original roof line

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: Foss Maritime Co. storage amd North Coast Haircutter, 16 Fourteenth

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: NW corner, 14th & Water Streets; north side of Burlington Northern tracks; built over water; approached by dock

SIGNIFICANCE: architecture, transportation

STATEMENT OF SIGNIFICANCE: The deed by which Astoria Exchange sold to the Callender Navigation Company the water frontage between Twelfth and Fourteenth Streets for \$30,000 was signed on October 11, 1904. On October 26th a contract was awarded to Leander Lebeck for the building of a wharf on this property and construction began on October 31, 1904. The Callender Navigation Company conducted their maritime activities from the building until 1922 when they merged with Knappton Towboat Company. The Knappton Towboat Company then used the building for the headquarters of its tug and barge business until 1940, when the head offices were moved to Portland. The building currently houses a branch office of the Foss Maritime Co. and serves as the communications center for the Columbia River Bar and River Pilots. It also serves as a dock for the Foss Maritime Co. tugboats and pilot boats, which move bar and river pilots between ship and shore along the Astoria waterfront.

In spite of the loss of 50' in the 1940's, this structure remains significant for its rarity of type. Few waterfront buildings remain, particularly survivors of the Great Fire of 1922. The building is also representative of trends during the historic period of water dependent industries.

The second story addition to the building in the 1960's is compatible with the historic character of the building.

SOURCES: Sanborn Fire Insurance Maps; Astoria Daily Budget, October 11, 1904, October 26, 1904, October 31, 1904; The Daily Astorian, July 3, 1975; Astoria and Clatsop County Telephone Directory; Polk's Astoria and Clatsop County Directory

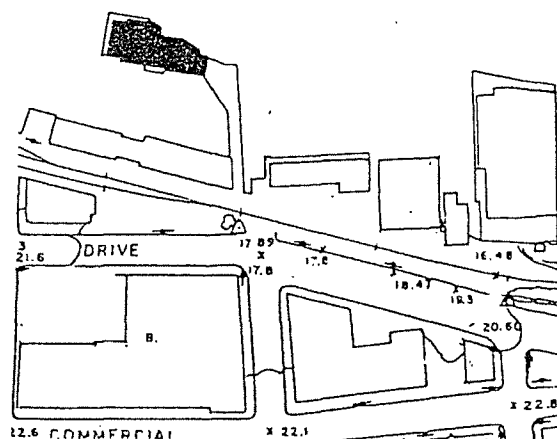
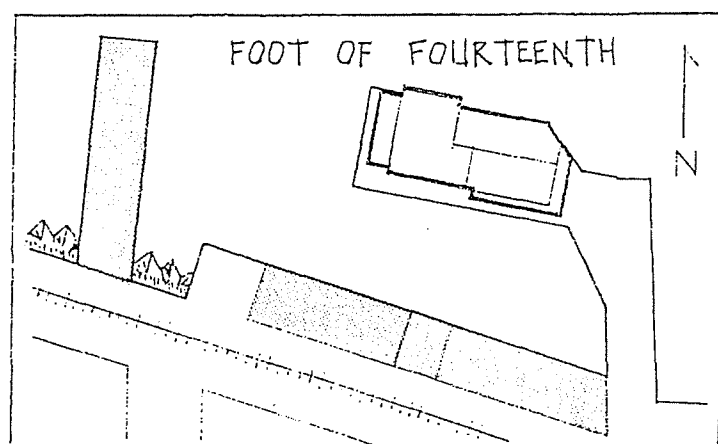
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP

PROPERTY: CALLENDER NAVIGATION CO.
ADDRESS: 14 Fourteenth Street
TAX I.D.: 51013

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.: Astoria



NEGATIVE NO.: R4 N18A



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:

HIST. NAME: Callender Navigation Co.
COMMON NAME: Foss Maritime Co.
ADDRESS: 141 Fourteenth Street

DATE OF CONSTRUCTION: 1922
ORIGINAL USE: machine shop
PRESENT USE: warehouse, shop

CITY: Astoria, 97103

ARCHITECT:
BUILDER:

OWNER: Brix Maritime Co
 PO Box 83018
 Portland, OR 97283

THEME: industry & manufacturing
STYLE: Vernacular

T/R/S: T8N/R9W/S8

MAP NO.: 80908CA **TAX LOT:** 600

ADDITION: McClure's Addition to Block 57 xBLDG STRUC DIST SITE OBJ

BLOCK: SUB B of BLK 57 **LOT:** Ftg of Lots 1 thru 4, N of railroad R/W **QUAD:** Astoria

CLASSIFICATION: primary

PLAN TYPE/SHAPE: rectangular

NO. OF STORIES: one

FOUNDATION MATERIAL: wood piling

BASEMENT: none

ROOF FORM & MATERIALS: gable/corrugated metal

WALL CONSTRUCTION: nailed wood frame

STRUCTURAL FRAME: nailed wood frm

PRIMARY WINDOW TYPE: fixed with six lights in wood frame; sliding with vinyl snap-on muntins

EXTERIOR SURFACING MATERIALS: ship lap, wood shingles

STRUCTURAL STATUS: GOOD xFAIR POOR MOVED (DATE)

DECORATIVE FEATURES: none

OTHER: none

HISTORICAL INTEGRITY: very altered

EXTERIOR ALTERATIONS/ADDITIONS: corrugated metal over wood siding on south, corrugated metal roof

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: Foss Maritime Co. tow boat service, 14 Fourteenth Street

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: NW corner, 14th & Water Streets; north side of Burlington Northern tracks; built over river's edge

SIGNIFICANCE: architecture, industry

STATEMENT OF SIGNIFICANCE: This building housed the Pacific Machine & Blacksmith Company from 1922 through 1951. The Blacksmith part of the shop was at the west, or back end, of the structure. The building is presently used for storage, automobile parking and in the east end (the front) is a beauty shop, North Coast Haircutter.

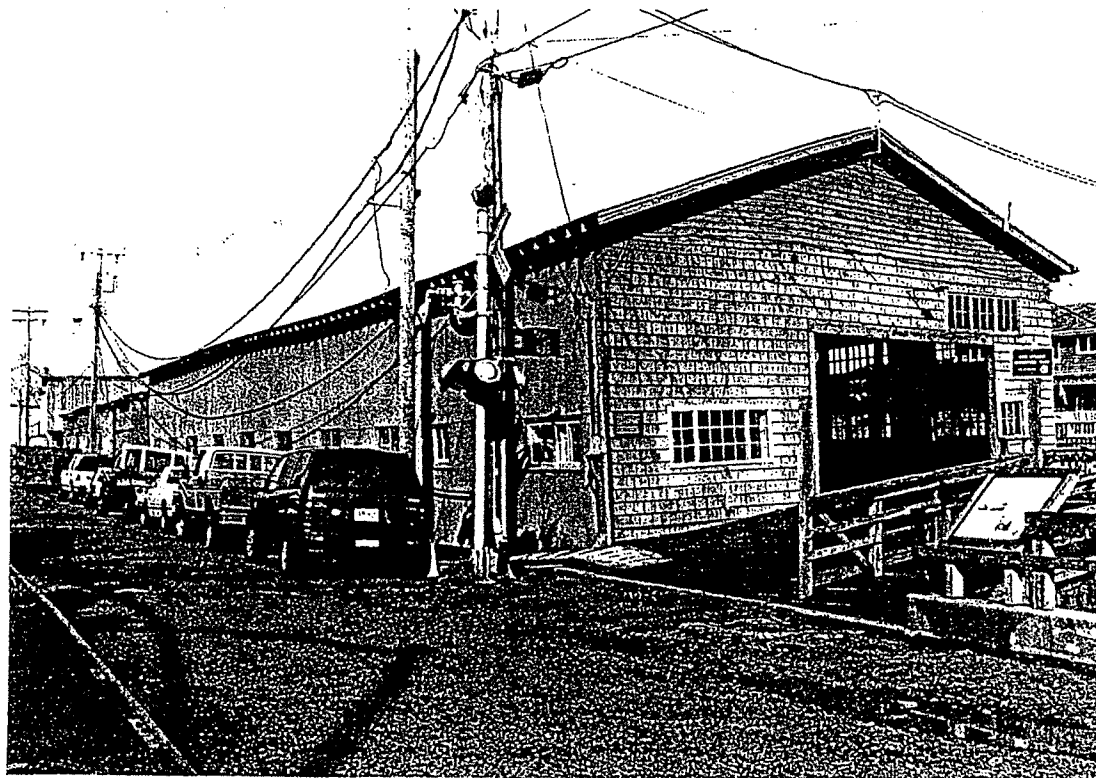
In spite of the addition of corrugated metal to the south elevation, this structure remains significant for its rarity of type. Few waterfront buildings remain, particularly survivors of the Great Fire of 1922. The building is also representative of trends during the historic period of water dependent industries.

SOURCES: Sanborn Fire Insurance Maps; CUMTUX, Vol. 9, No. 1; Astoria and Clatsop County Telephone Directory; Polk's Astoria and Clatsop County Directory

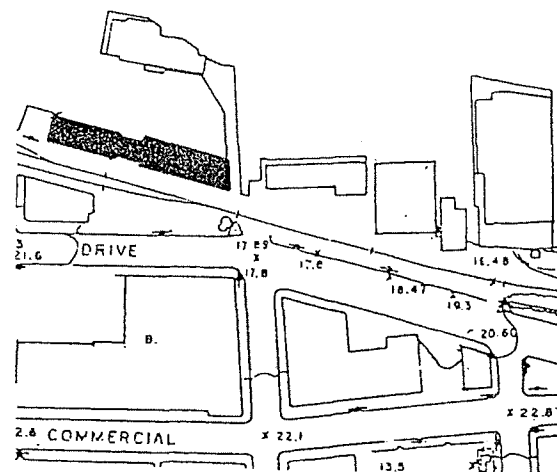
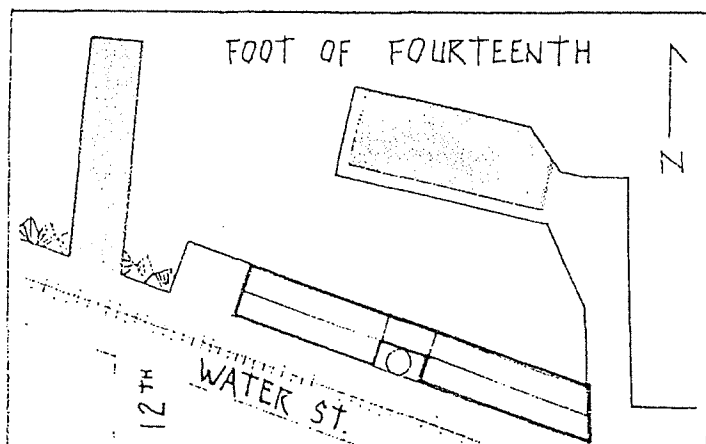
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP

PROPERTY: CALLENDER NAVIGATION CO
ADDRESS: 16 Fourteenth Street
TAX I.D.: 51013

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.: Astoria



NEGATIVE NO.: R4 N19A



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:

HIST. NAME: Astoria-North Ferry Company Landing **DATE OF CONSTRUCTION:** 1927
COMMON NAME: Old Ferry Landing **ORIGINAL USE:** ferry landing
ADDRESS: Foot of Fourteenth Street **PRESENT USE:** moorage

CITY: Astoria, 97103

ARCHITECT: John E. Wicks

OWNER: City of Astoria
 1095 Duane Street
 Astoria, OR 97103

BUILDER:

THEME: transportation & communication
STYLE: Utilitarian

T/R/S: T8N/R9W/S8

MAP NO.: 80908CA **TAX LOT:** none

ADDITION: Shively's Astoria

BLDG STRUC DIST xSITE OBJ

BLOCK: none **LOT:** none **QUAD:** Astoria
 14th ST R/W ext N of RR R/W

CLASSIFICATION: local landmark, historic site

PLAN TYPE/SHAPE:

NO. OF STORIES:

FOUNDATION MATERIAL:

BASEMENT:

ROOF FORM & MATERIALS:

WALL CONSTRUCTION:

STRUCTURAL FRAME: wood piling

PRIMARY WINDOW TYPE:

EXTERIOR SURFACING MATERIALS: wood piling

STRUCTURAL STATUS: GOOD FAIR xPOOR MOVED (DATE)

DECORATIVE FEATURES: none

OTHER: none

HISTORICAL INTEGRITY: few remaining features

EXTERIOR ALTERATIONS/ADDITIONS: structure has deteriorated through neglect, disuse

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: 1420 Marine Drive served as ferry office

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: foot of 14th Street; north of Burlington Northern tracks; built over water, near river's edge

SIGNIFICANCE: transportation

STATEMENT OF SIGNIFICANCE: Completed in April of 1927, this structure was used as a ferry landing until the Columbia River ferries ceased operation in 1966. It is presently used as moorage by the Foss Maritime Co. and the Columbia River Bar Pilots.

The site is significant for its use as a ferry landing. The ferry, which brought interstate traffic directly into downtown Astoria, had a major influence on the life of the commercial district.

SOURCES: Sanborn Fire Insurance Maps; Astoria Evening Budget, April 28, 1927, The Daily Astorian, June 7, 1990; Astoria and Clatsop County Telephone Directory; Polk's Astoria and Clatsop County Directory

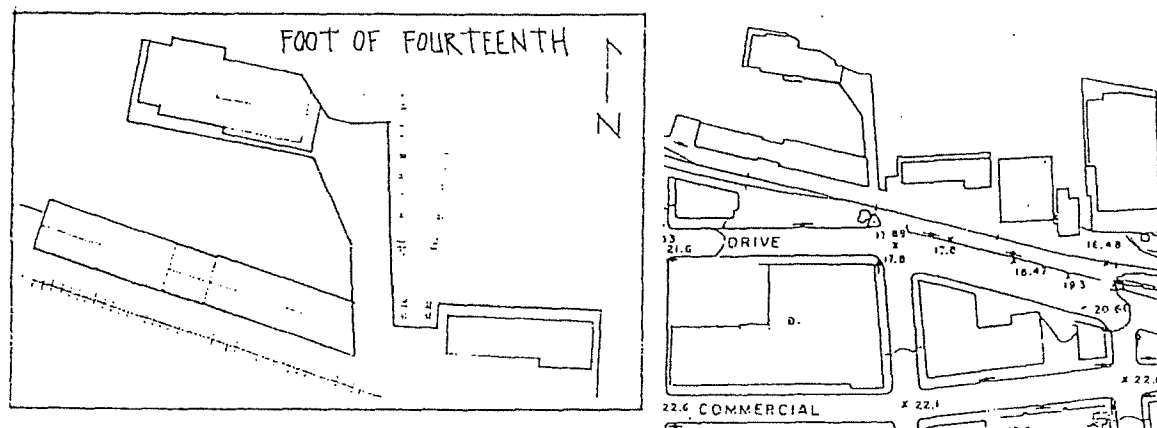
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP

PROPERTY: Old Ferry Landing
ADDRESS: Foot of Fourteenth
TAX I.D.:

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.:



NEGATIVE NO.: R4 N2QA



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:

HIST. NAME: Palmberg Building
COMMON NAME: Thorsness Glass Shop
ADDRESS: 1295 Marine Drive

DATE OF CONSTRUCTION: 1923
ORIGINAL USE: auto showroom, garage
PRESENT USE: retail, repair

DMNTWN NR - R-31

CITY: Astoria, 97103

ARCHITECT: John E. Wicks
BUILDER:

OWNER: William R & Merri J Sexton
Rt 2 Box 736
Warrenton, OR 97146

THEME: commerce and urban dev
STYLE: Late Commercial

T/R/S: T8N/R9W/S8

MAP NO.: 80908CA **TAX LOT:** 2000

ADDITION: McClure's Astoria

xBLDG STRUC DIST SITE OBJ

BLOCK: 57 **LOT:** N 89' 10" of Lot 4, excluding N 10' for street **QUAD:** Astoria

CLASSIFICATION: secondary

PLAN TYPE/SHAPE: rectangular

NO. OF STORIES: one

FOUNDATION MATERIAL: conc/wood post

BASEMENT: yes

ROOF FORM & MATERIALS: flat/built-up

WALL CONSTRUCTION: reinforced concrete

STRUCTURAL FRAME: reinf conc

PRIMARY WINDOW TYPE: fixed in wood frame

EXTERIOR SURFACING MATERIALS: textured stucco

STRUCTURAL STATUS: GOOD xFAIR POOR MOVED (DATE)

DECORATIVE FEATURES: none

OTHER: none

HISTORICAL INTEGRITY: slightly altered

EXTERIOR ALTERATIONS/ADDITIONS: original kick plate replaced with wood paneling; brick veneer added to pilasters

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: none

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: South side of Marine Drive, center of block between 12th and 14th Streets; two elevations exposed; parking to west

SIGNIFICANCE: architecture, commerce

STATEMENT OF SIGNIFICANCE: Work began in April of 1923 on the reconstruction of C.G. Palmberg's two buildings at the corner of Bond and Fourteenth Streets. The walls of the former buildings were in good condition after the 1922 fire and were used in the construction of the new structures. Rowan-Ridley Motor Company, a Studebaker agency, opened its sales room March 1, 1924. In September, 1924, Stephen Ridley sold his interest in the company and the Rowan-Kern Motor Company occupied the building until 1929. In 1931 the W.C. Laws Plumbing Company moved into the building and was there through 1937. Astoria Machinery Exchange was the occupant in 1938, and in 1940 the Finnish Lutheran Book Exchange and Thorsness Glass Shop were the occupants. Thorsness Glass Shop remains in the building today.

The significance of the building is based on the integrity of original fabric. It is locally significant for its long term tenant Thorsness Glass Shop.

SOURCES: Sanborn Fire Insurance Maps; Astoria Evening Budget, April 4, 1923, April 6, 1923, March 1, 1924, September 15, 1924; The Daily Astorian, April 10, 1979, March 2, 1990; Astoria and Clatsop County Telephone Directory; Polk's Astoria and Clatsop County Directory

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

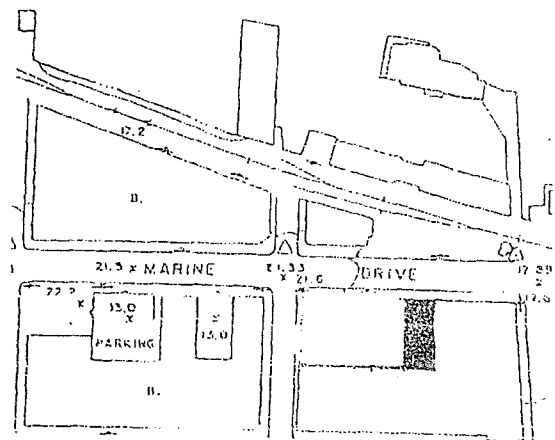
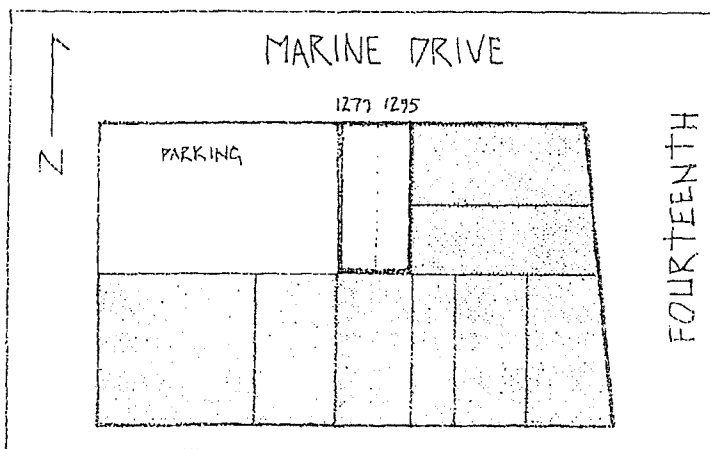
R-31

PROPERTY: Thorsness Glass Shop
ADDRESS: 1295 Marine Drive
TAX I.D.: 51026

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.: Astoria



NEGATIVE NO.: R1 N18



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:

HIST. NAME: Gimre-Svenson Building
COMMON NAME: Gimre's Shoe Store
ADDRESS: 225 - 239 Fourteenth Street

DATE OF CONSTRUCTION: 1924
ORIGINAL USE: retail
PRESENT USE: retail

CITY: Astoria, 97103

ARCHITECT: John E. Wicks
BUILDER:

OWNER: Kermit Gimre
 1121 Harrison Ave.
 Astoria, OR 97103

THEME: commerce & urban dev
STYLE: Late Commercial

Kermit Gimre 1/2
 Lillian E. Gimre Trust 1/2 -
 1620 Lynwood Drive
 Forest Grove, OR 97116

T/R/S: T8N/R9W/S8

MAP NO.: 80908CA **TAX LOT:** 2500 (K. Gimre), 2600 (K. & L. Gimre)

ADDITION: McClure's Addition to Block 57

xBLDG STRUC DIST SITE OBJ

BLOCK: A **LOT:** N 25' of S 50' LT 1 thru 4 (K. Gimre); S 25' LT 1 thru 4 (K. & L. Gimre)

QUAD: Astoria

CLASSIFICATION: secondary

PLAN TYPE/SHAPE: rectangular

NO. OF STORIES: one

FOUNDATION MATERIAL: conc/wood post

BASEMENT: none

ROOF FORM & MATERIALS: flat/built-up

WALL CONSTRUCTION: tile

STRUCTURAL FRAME: pilastered tile

PRIMARY WINDOW TYPE: fixed in wood and rolled metal sash

EXTERIOR SURFACING MATERIALS: brick veneer

STRUCTURAL STATUS: GOOD xFAIR POOR MOVED (DATE)

DECORATIVE FEATURES: change of brick course at frieze and pilaster capital

OTHER: octagonal ceramic tile on foyer floor forms colored parquet, 225 Fourteenth

HISTORICAL INTEGRITY: slightly altered

EXTERIOR ALTERATIONS/ADDITIONS original kickplate covered by decorative wood panel, center bay; original display windows replaced by windows of like size, transoms covered with flush wood paneling, north bay

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: none

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: west side of 14th Street, near Marine Drive; one elevation exposed

SIGNIFICANCE: architecture, commerce

STATEMENT OF SIGNIFICANCE: Construction on this building began in August of 1923, and by September 1, 1923, the piling for the foundation had been driven. The brick used for the facing on the building was a type of brick manufactured locally by the Astoria Shope Brick & Building Materials Company. It was called "Shope" brick and it was reported on September 9, 1923, that masons were busily engaged in putting the Shope brick facing on the structure. On January 17, 1924, the Svenson Book Store moved into the new building, having occupied this site previous to the fire. On April 14, 1924, the Brown Electric Store moved into one of the three storefronts. After a couple of years the store closed its doors and since that time this space has been occupied by various eating establishmentss, the most notable being the Koffee Kup Restaurant which operated from 1946 through 1980. A long-time occupant in the center storefront was the Hallaux Paint and Hobby Store who were tenants from 1945 through 1989. Gimre's Shoe Store was an original building occupant and continues to occupy its original storefront. Other businesses in the building today are Plyter's Pet Store and Astoria Cafe.

This building is significant for its association to architect John E. Wicks and its contribution to the historic streetscape. It is locally significant for its connection to Gimre's Shoe Store, the oldest shoe store in Oregon under the same family ownership.

SOURCES: Sanborn Fire Insurance Maps; Astoria Evening Budget, September 1, 1923, November 9, 1923, January 17, 1924, April 14, 1924; The Daily Astorian, March 2, 1990; Bricks and Brickmaking: A Handböök for Historical Archaeology, Karl Gurcke; Astoria and Clatsop County Directory; Polk's Astoria and Clatsop County Directory

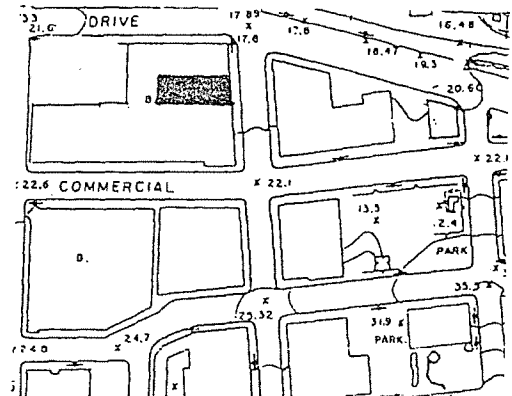
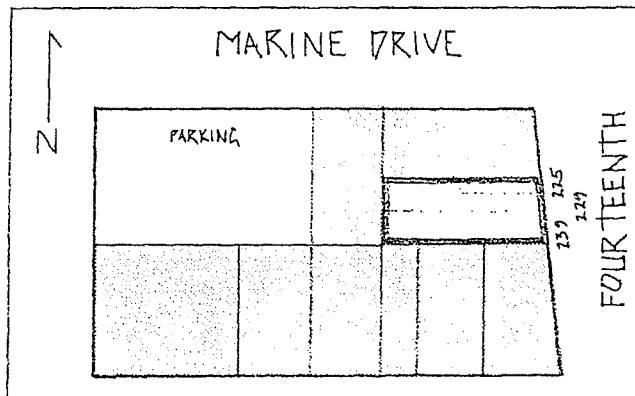
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP

PROPERTY: Gimre's
ADDRESS: 225 Fourteenth Street
TAX I.D.: 51032

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.: Astoria



NEGATIVE NO.: R4 N2/A



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:

HIST. NAME: Palmberg Building
COMMON NAME: Tony's
ADDRESS: 1313 - 1335 Marine Drive
217 Fourteenth Street

DATE OF CONSTRUCTION: 1923
ORIGINAL USE: retail
PRESENT USE: retail, barber shop, tavern

DWNTWN NR - R-32

CITY: Astoria, 97103

ARCHITECT: John E. Wicks
BUILDER:

OWNER: Carol Sue Reese
% Meredith Tuschoff (c)
3388 Clemans Road
Clarkston, WA 99403

THEME: commerce & urban dev
STYLE: Late Commercial

T/R/S: T8N/R9W/S8

MAP NO.: 80908CA TAX LOT: 2400

ADDITION: McClure's Astoria

xBLDG STRUC DIST SITE OBJ

BLOCK: 57 Sub A LOT: N 1/2 Lots 1 thru 4 QUAD: Astoria

CLASSIFICATION: historic non-contributing

PLAN TYPE/SHAPE: trapezoidal

NO. OF STORIES: one

FOUNDATION MATERIAL: conc/wood posts

BASEMENT: none

ROOF FORM & MATERIALS: flat/built-up

WALL CONSTRUCTION: reinforced concrete

STRUCTURAL FRAME: reinf conc

PRIMARY WINDOW TYPE: fixed in wood and aluminum frame

EXTERIOR SURFACING MATERIALS: brick veneer

STRUCTURAL STATUS: GOOD xFAIR POOR MOVED (DATE)

DECORATIVE FEATURES: none extant

OTHER: none

HISTORICAL INTEGRITY: few remaining features

EXTERIOR ALTERATIONS/ADDITIONS: mansard roof with wood shingles added to two elevations; wood paneling covers kick plate and original transoms; brick facing added to pilasters on north; most, if not all, windows replaced with both wood and aluminum frames

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: none

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: SW corner, 14th Street & Marine Drive; two elevations exposed

SIGNIFICANCE: architecture

STATEMENT OF SIGNIFICANCE: Work began in April of 1923 on the reconstruction of C.G. Palmberg's two buildings at the corner of Bond and Fourteenth Streets. The walls of the former buildings were in good condition and were used in the construction of the new structures. The Beebe-Ullfers Company, a fisherman's and cannery supply business occupied this building from 1924 through 1951. Sanitary Fish Market occupied store space from 1924 through 1931. The Edward B. Thomas Auto Repair Shop was located here from 1933 through 1945. The building is currently occupied by Marcela's Flowers and Gifts, Finn Trimmer, a barber shop, and Tony's a tavern.

If restored, the building's significance would be based on its association with architect John E. Wicks, its historic integrity and its contribution to the streetscape.

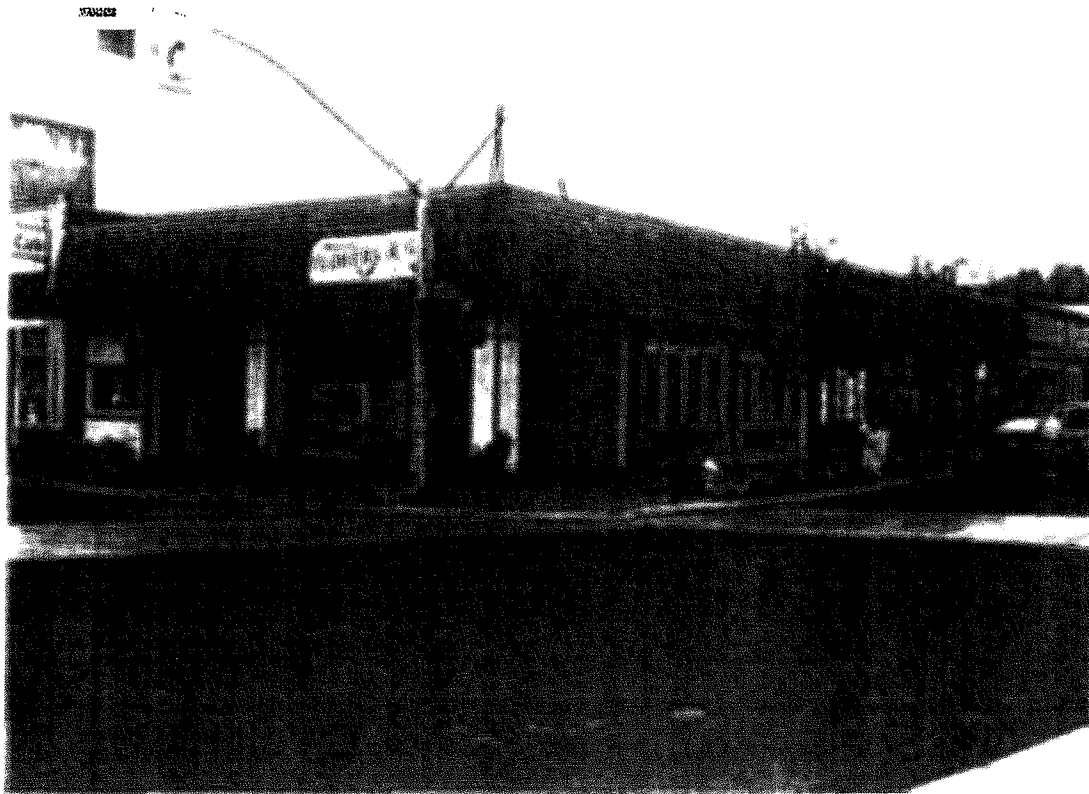
SOURCES: Sanborn Fire Insurance Maps; Astoria Evening Budget, April 4, 1923, April 6, 1923; Astoria and Clatsop County Telephone Directory; Polk's Astoria and Clatsop County Directory

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

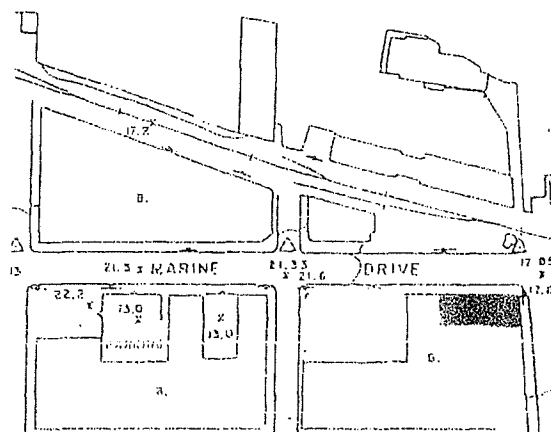
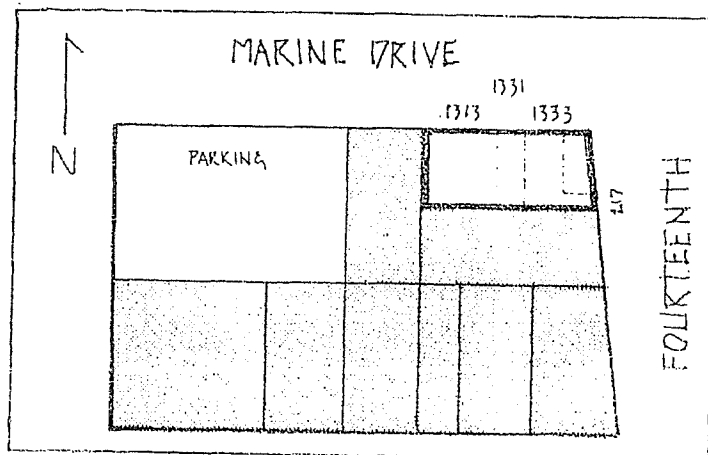
R-32

PROPERTY: Tony's
ADDRESS: 1313 Marine Drive
TAX I.D.: 51541

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.: Astoria



NEGATIVE NO.: R1 N19



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:

HIST. NAME: Astoria Building
COMMON NAME: Astoria Building
ADDRESS: ¹⁴¹⁸~~1412~~ 1428 Commercial Street
 240 Fourteenth Street
CITY: Astoria, 97103
OWNER: Kermit Gimre & Virgil Mills
 M-G Enterprises DBA
 239 Fourteenth Street
 Astoria, OR 97103
DATE OF CONSTRUCTION: 1946
ORIGINAL USE: auto showroom,
 garage, apartments
PRESENT USE: retail, apartments
ARCHITECT:
BUILDER:
THEME: commerce & urban dev
STYLE: Art Moderne

T/R/S: T8N/R9W/S8
MAP NO.: 80908CA **TAX LOT:** 1300
ADDITION: Shively's Astoria **xBLDG STRUC DIST SITE OBJ**
BLOCK: 135 **LOT:** TR N of LT 5; N PT of TR N of LT 6 **QUAD:** Astoria

CLASSIFICATION: secondary

PLAN TYPE/SHAPE: L-shaped
FOUNDATION MATERIAL: conc post
ROOF FORM & MATERIALS: flat/built-up
WALL CONSTRUCTION: reinforced concrete
PRIMARY WINDOW TYPE: 2/2 double-hung in wood frame; multi-paned fixed with projecting in steel frame; glass block; fixed in aluminum frame
EXTERIOR SURFACING MATERIALS:
STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)
NO. OF STORIES: three
BASEMENT: yes
STRUCTURAL FRAME: reinf conc

DECORATIVE FEATURES: glass block used on north entry light well and on rounded SE corner

OTHER: curved canopy, south elevation

HISTORICAL INTEGRITY: slightly altered

EXTERIOR ALTERATIONS/ADDITIONS: third floor penthouse addition now covered with vinyl siding; several 2/2 wood framed windows replaced by vinyl frame of like size, north and west second floor; garage doors infilled with display windows and ceramic tile kickplates; opening infilled with glass block and entry door, north

NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: none

KNOWN ARCHAEOLOGICAL FEATURES: none

SETTING: NE corner, 14th Street & Marine Drive; extending to center of block, Commercial Street between 14th & 15th Streets; three elevations of L-shaped building exposed

SIGNIFICANCE: architecture

STATEMENT OF SIGNIFICANCE: After having this building constructed, the owners, Peter P. Vukovich and George A. Celsi, opened Astoria Motors Company, a Chrysler-Plymouth agency. In addition to the automobile sales showroom and office, the rear of the building (with a Fourteenth Street entrance) was used for the service garage. Apartments were located on the second floor. The automobile agency occupied the building from 1946 through 1962. The broadcasting studio and office of KVAS radio station was located in rooms on the second floor from 1949 through 1962. The building now contains 14 apartment units and three businesses, C.J.'s Classy & Sassy Hair, Nails and More, Essential Mortgage Loan Services and Columbia View Marketplace.

This building is significant for its rarity of type and contribution to the historic streetscape. It is also locally significant as the site where cable television was first invented. Inventor Ed Parson lived on the second floor and attracted visitors from around the northwest to view his television.

SOURCES: Sanborn Fire Insurance Maps; Astoria and Clatsop County Telephone Directory; Polk's Astoria and Clatsop County Directory; interview with Liisa Penner, May 18, 1990, Astoria, OR

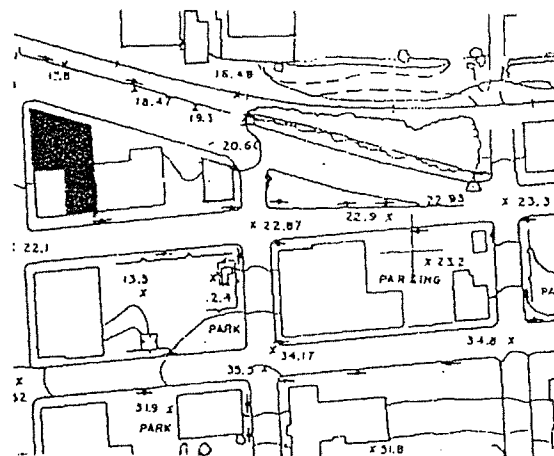
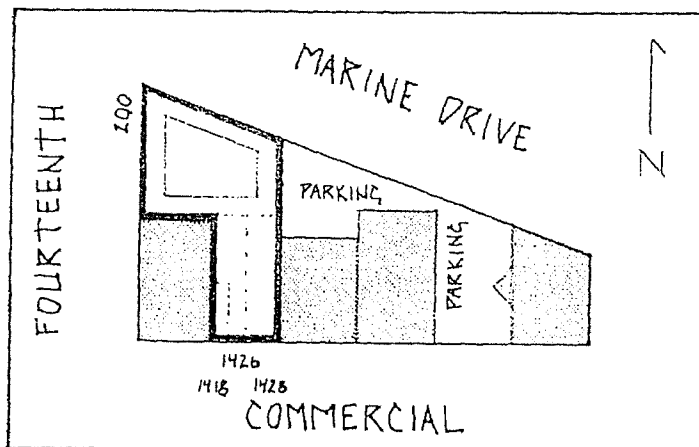
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: CLATSOP

PROPERTY: Astoria Building
ADDRESS: 1426 Commercial
TAX I.D.: 51020

T/R/S: T8N/R9W/S8
MAP NO.: 80908 CA
QUAD.: Astoria



NEGATIVE NO.: R2 N26



TOPOG. DATE: 1967

GRAPHIC & PHOTO SOURCES: N.C.L.C.; CITY OF ASTORIA, ENGINEERING DEPT.
S.H.P.O. INVENTORY NO.:



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

☒ Fee Paid Date Credit 3/11/19 By NE

MR 19-02

\$350.00 Commission

Fee: \$200.00 Administrative

MISCELLANEOUS REVIEW
(Part 1 – Add Specific Misc. Review Docs)

Property Address: 1331 MARINE DRIVE

Lot _____ Block _____ Subdivision _____

Map _____ Tax Lot _____ Zone _____

Applicant Name: RON NEVA

Mailing Address: 1331 MARINE DRIVE Astoria Oregon

Phone: 503-791-1907 Business Phone: _____ Email: MANDAB1966@yahoo.com

Property Owner's Name: Charlie Holboke

Mailing Address: 3323 HARRISON Astoria OR 97103

Business Name (if applicable): HURRICANE RONS

Signature of Applicant: [Signature]

Signature of Property Owner: _____

Proposed Construction / Use: ART graphic

For office use only:

Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative APC Meeting Date:	
120 Days:			

Miscellaneous Review of Wall Graphics - Historic Landmarks Commission:

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

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

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

HURRICANE RON'S

Section 8.080(E). Wall Graphics.

3. A wall graphic proposed to be located on a historic structure or site, adjacent to or across the right-of-way from a historic structure or site, within a National Register Historic District, or adjacent to or across the right-of-way from a National Register Historic District shall be evaluated by the Historic Landmarks Commission on a case by case basis in order to determine appropriateness to the area. The Historic Landmarks Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100, based on their evaluation of:

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

HONORING OUR LOCAL NATIVE
AMERICANS

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

NONE

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

NOTHING

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

Miscellaneous Review of Wall Graphics - Astoria Planning Commission:

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

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

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

Hurricane RON'S

Section 8.080(E). Wall Graphics.

1. Designs shall be evaluated by the Planning Commission on a case by case basis in order to determine appropriateness to the area. The Planning Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100, based on their evaluation of:

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

Honor's our Local Native
AMERICAN Traditions which I'm
big on. AND I'M NOT Native AMERICAN

b. The impact on surrounding buildings, views and vistas.

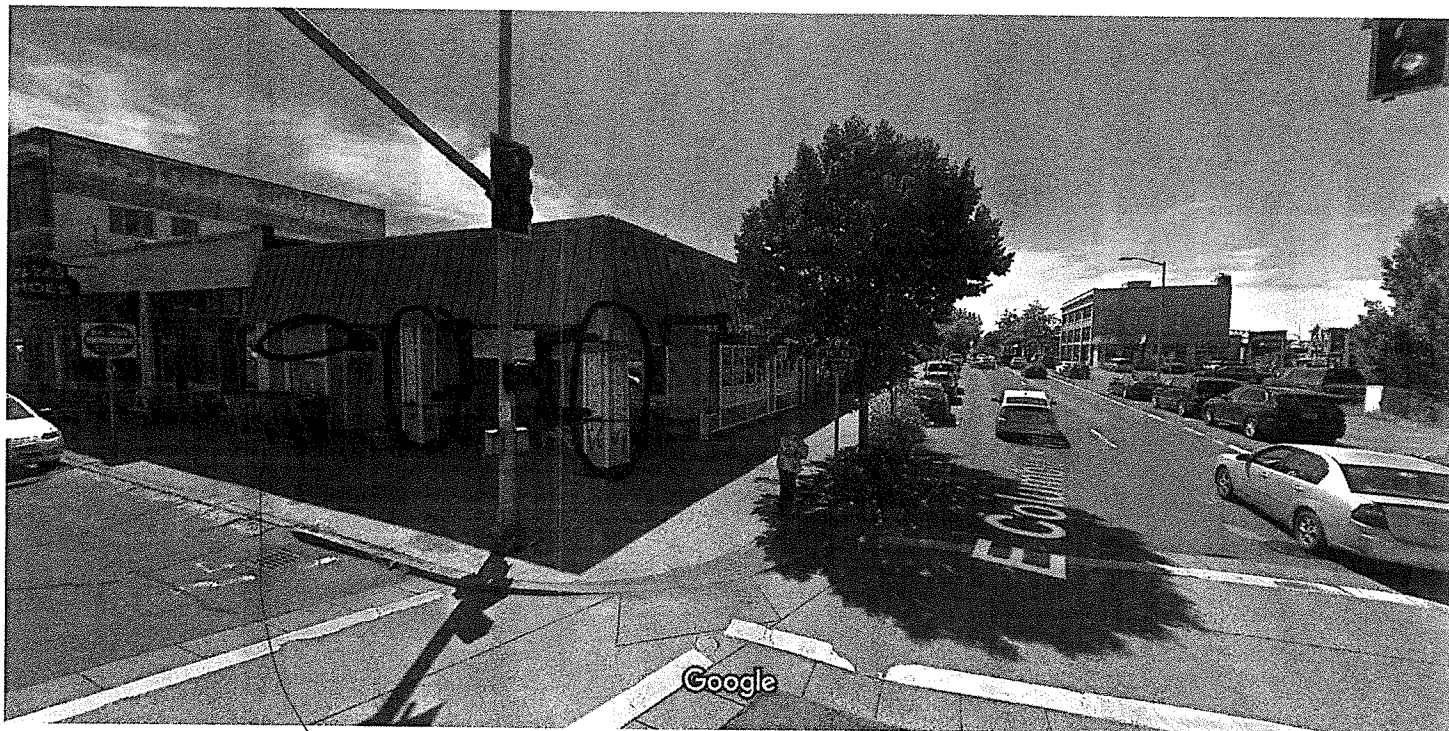
Nothing

1. The square footage of a wall graphics is not calculated as part of the allowable area of signage or number of signs associated with a business site, use, or activity.

No -

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

Google Maps 1398 E Columbia River Hwy



Astoria, Oregon

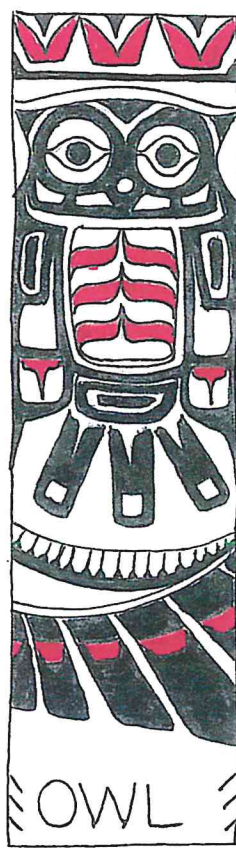
Google

Street View - Jul 2018

Image capture: Jul 2018 © 2019 Google

24x72

7x5



EWA
3/19



6/12/2 AM3

CITY OF ASTORIA
MAR 29 2019
BUILDING CODES

HURRICANE RON'S
MARCH 23, 2019

1. ENID ARCHER 763.367.0057 niminwayaura@hotmail.com
2. (photos of picnic tables)
3. (colors ~~columns~~) *See below
4. Painted on panels, then attached to columns.
5. (dimensions) Columns & artwork *See below
6. The only words on the art will be the name of the animal.
7. I'm not aware of a hanging sign on 14th St.
Rectangular area ... unsure which area is being referred to exactly,
but there will be a mural painting of a bear (Native American Art)
going onto a rectangular area on 14th street. This will be
painted on a board & attached to the building. (6' x 3'4")
8. There will be a 2' x 8' sign on Marine Drive —
"Hurricane Ron's - Fresh Local Seafood Market. Bar & Grille"
- 9.
10. (BUILDING DIMENSIONS - 14th & MARINE) MARINE = 46' Restaurant
10' Bar
14th St = 40' Restaurant

- * 3. GOLDEN ARTIST COLORS · CARBON BLACK · ~~MINIUM~~ #1040-3/SERIES 1
" · LIGHT TURQUOIS · #1564-2/SERIES 3
" · NAPHTHOL RED LIGHT · #1210-3/SERIES 5

- * 5. POST ON 14th ST. #1 - 17" x 83" 28 1/2" x 83"
3 sides painted (on panels) 17" x 83"
POST ON 14th ST & MARINE DRIVE #2 - 27 1/2" x 83" 24 3/4" x 83"
4 sides painted (on panels) 27 1/2" x 83" 26" x 83"
Rectangular mural of bear on 14th St. - 6' x 3'4"

City of Astoria application

From: Robin Scholetsky (robin@urbanlensplanning.net)

To: mandab1966@yahoo.com

Date: Monday, March 18, 2019, 5:49 PM PDT

Hi Ron,

I'm working with Nancy Ferber at the City of Astoria. I've had a chance to review this application and in order for the City to consider it complete, we need some additional information as noted below.

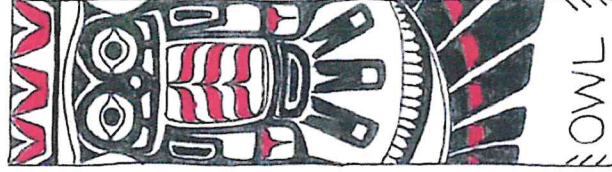
1. Please provide the artists contact information.
2. Please provide other examples of the artist's work—mural examples would be great, otherwise, other examples of their work is helpful.
3. We will need color samples for each of the colors featured on the art with color number references ie: Benjamin Moore, Red, #2345.
4. Will the murals be painted directly on the columns or will they be painted on panels that will be attached to the columns?
5. Please provide the dimensions of the columns and the dimensions of the artwork.
6. Please clarify that the only words on the murals are to be the animal names: Salmon, Crab, Orca, Owl and Raven.
7. I've attempted to create a markup of what I understand you are interested in doing, but it is not complete enough to help the HLC review the project. See attached pdf. There is a hanging sign on the 14th Street side; will that be removed or repainted? If repainted, what colors and will it include a mural? What about the rectangular area on the 14th Street side--will that be painted and if so, how?
8. Will any colors or signage be changing on the Marine Drive side of the façade?
9. Additionally, what about future signage for the business? Are you planning on modifying the existing signage and if so, how? Although signage is not part of the HLC review, it is important to provide the Historic Landmarks Commission with information about how the site facade will look with the mural as finished.
10. Can you provide the frontage dimensions of the building along 14th and along Marine Drive.

Thank you for providing responses to this information. If you can provide me with a quick response, letting me know you have received this, I would appreciate it.

Since it is a number of items, please feel free to provide it all at once for clarity in review. Once we have this information and the materials have been reviewed for completeness, we'll be able to assign a date for the HLC and I can begin to draft a staff report.

Thank you,
Robin

Column art



CWA
3/19

Each panel to be
between 83.5 inches
and 88 inches tall

Each panel will be
between 11.5 and
23.5 inches wide

The animal art will
be the widest

Each existing building column to contain multiple
panels

Individual mural art at 14th Street



Approximately
4 feet

Approximately 6
feet long

YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA

CITY OF ASTORIA NOTICE OF PUBLIC HEARING

Mail	4-29-19
Email	4-29-19
Web	4-29-19
Pub	5-14-19

The City of Astoria Historic Landmarks Commission will hold a public hearing on Tuesday, May 21, 2019 at 5:15 p.m., in the City Hall Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

- 1) New Construction Request (NC19-02) by Rickenbach Construction, on behalf of the Columbia River Maritime Museum, to locate an outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2050 Marine Drive (Map T8N R9W Section 8DA WM, Tax Lot 700, Block 129) in the HR (Hospitality/Recreation) Zone. The site is adjacent to the historic Railroad Depot building at 2042 Marine Dr. Development Code Sections 2.966 to 2.972, Articles 9 (Administrative Procedures), and Article 14 (Civic Overlay and Gateway Overlay), and Comprehensive Plan Sections CP.015, CP.057 and CP.058 and CP.240 to 255 are applicable to the request.
- 2) **Miscellaneous Review request (MR19-02)** by Ron Neva to paint a series of wall graphics on the columns associated with the east-facing elevation of an existing commercial building at 1335 Marine Drive (Map T8N R9W Section 8CA WM, Tax Lot 2400; Lot 4, Block 57) in the C-4 (Central Commercial) Zone. The site is adjacent to the historic Gimre-Svenson building at 229-239 14th Street and is located in the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 3) Miscellaneous Review Request (MR19-03) by the Astoria Downtown Historic District Association to commission and install professionally painted murals on the walls of buildings on the 13th Street Alley between Duane and Commercial Streets. The murals would be between two commercial buildings, 1295 Commercial Street and 1319 Commercial Street, and 1296 Duane Street and 1310 Duane Street; between lots 3,4,5; between blocks 62 and 136, McClures-Shivley subdivision; Map T8N R9W, Section 8CA, between tax lots 6000/6001 and 6900; C-4 (Central Commercial) Zone. This site is located within the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 4) Demolition Request (DM19-01) by Tim Janchar to demolish an existing garage at 1440 Irving Avenue (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The garage structure is designated as historic in the Shivley-McClure National Register Historic District and is associated with the single-family dwelling at 828 14th Street. Development Code Standards 2.150 to 2.185, Articles 6 & 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.
- 5) New Construction request (NC19-01) by Tim Janchar to reconstruct the existing garage at 1440 Irving Avenue associated with a single-family dwelling at 828 14th Street ((Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The site is adjacent to structures designated as historic in the Shivley-McClure National Register Historic District. Development Code standards 2.150 to 2.185, Article 6 (historic Preservation) & Article 9 (Administrative Procedures), and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.

STAFF REPORT AND FINDINGS OF FACT

April 17, 2019

TO: CITY OF ASTORIA, HISTORIC LANDMARKS COMMISSION

FROM: MIKE MORGAN, INTERIM PLANNER

SUBJECT: REQUEST FOR MISCELLANEOUS REVIEW (MR19-03) BY ASTORIA
DOWNTOWN HISTORIC DISTRICT ASSOCIATION TO PAINT A WALL
GRAPHIC ON THE WALLS OF THE 13TH STREET ALLEY AT 1296 & 1310
DUANE AND 1295 & 1319 COMMERCIAL STREETS

I. BACKGROUND SUMMARY

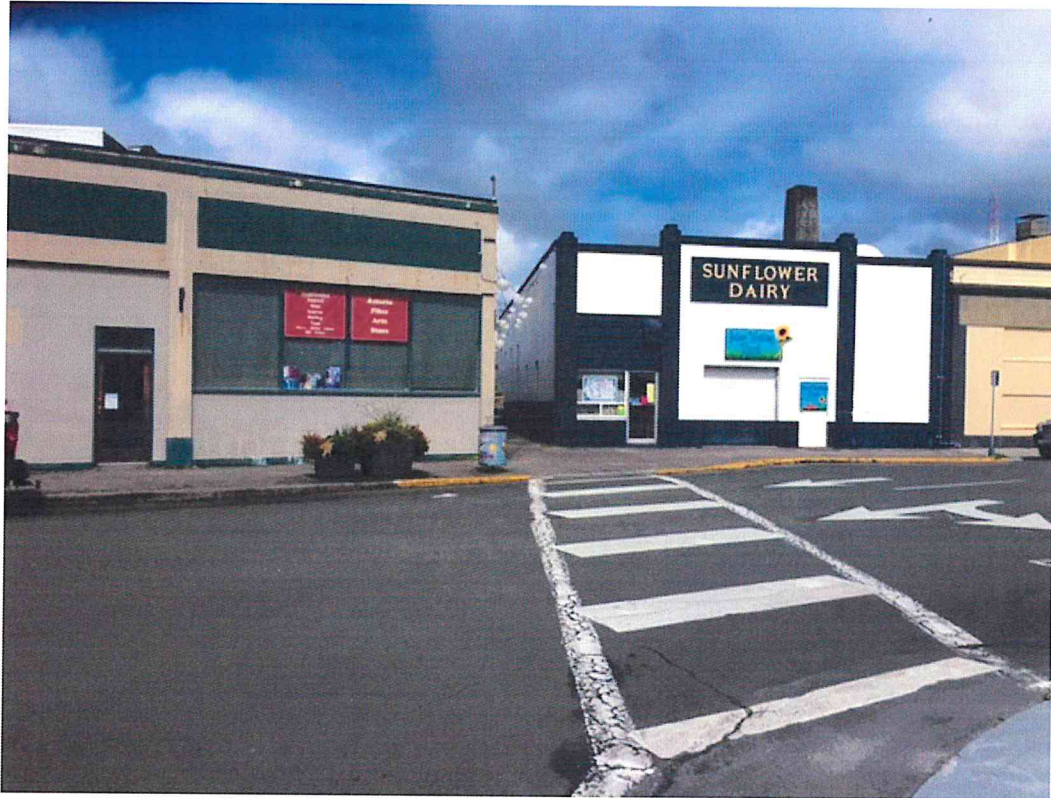
- A. Applicant: Astoria Downtown Historic District Association (ADHDA)
PO Box 261
Astoria OR 97103
- B. Owners: Sunflower Dairy Bldg LLC (Sunni Bell)
865 Jerome Avenue
Astoria, OR 97103

Charlotte Bruhn
517 39th Street
Astoria OR 97103
- C. Artist: Andie Sterling
Astoria OR 97103
- D. Location: 1295 Commercial Street and 1296 Duane Street (west side of
alley) Map T8N-R9W Section 8CA, Tax Lot 5900; (west side),
1319 Commercial Street and 1310 Duane Street (east side), T8N-
R9W, Tax lot 6900 (east side).
- E. Proposal: To paint a wall graphic on both sides of alley connecting 13th
Street through the block between Commercial and Duane Streets
- F. Zone: C-4 Zone (Central Commercial)

II. BACKGROUND

The ADHDA has initiated a program to enhance the 13th Street Alley by commissioning an artist, Andie Sterling, to paint a mural on the walls of buildings adjacent to the alley between Commercial and Duane Street. The ADHDA has obtained grant funds and donations to commission the work.

A. Subject Property:



B. Neighborhood:

The site is bounded on both sides by commercial establishments, including the Fiber Arts Center, a florist, and a pharmacy. The alley is an important connector between Commercial and Duane Streets for pedestrians and deliveries. The ADHDA has focused on the improvement of the alley to discourage abuse, which has been a problem in the past.

C. Proposal

The applicant is proposing to have a professional painter, Andie Sterling, paint a wall graphic on both elevations of the alley walls. A design and palette of colors are attached. The ADHDA has obtained the approval of the affected property owners.



The proposed graphic would consist of a band of several colors extending the length of both wall, plus some representational images of mountains and trees. A portion of the mural will be on the sidewalk. There would be no wording or advertising on the graphic.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 100 feet pursuant to Section 9.020 on April 29, 2019. A notice of public hearing was published in the *Astorian* on

May 14, 2019. A notice of public hearing was posted onsite on May 2, 2019. Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. STANDARDS AND CRITERIA

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

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

Finding: The graphic will not include any message relative to the businesses. The proposal is considered a wall graphic and is not a sign.

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

Finding: The property is located within the Downtown National Register Historic District, would be on a building designated as historic.

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

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

Finding: The colors proposed to be used are shown in the attached images and palette. The graphic would encompass both walls between the two streets. The length of the alley is approximately 140’.

V. CONCLUSION AND RECOMMENDATION

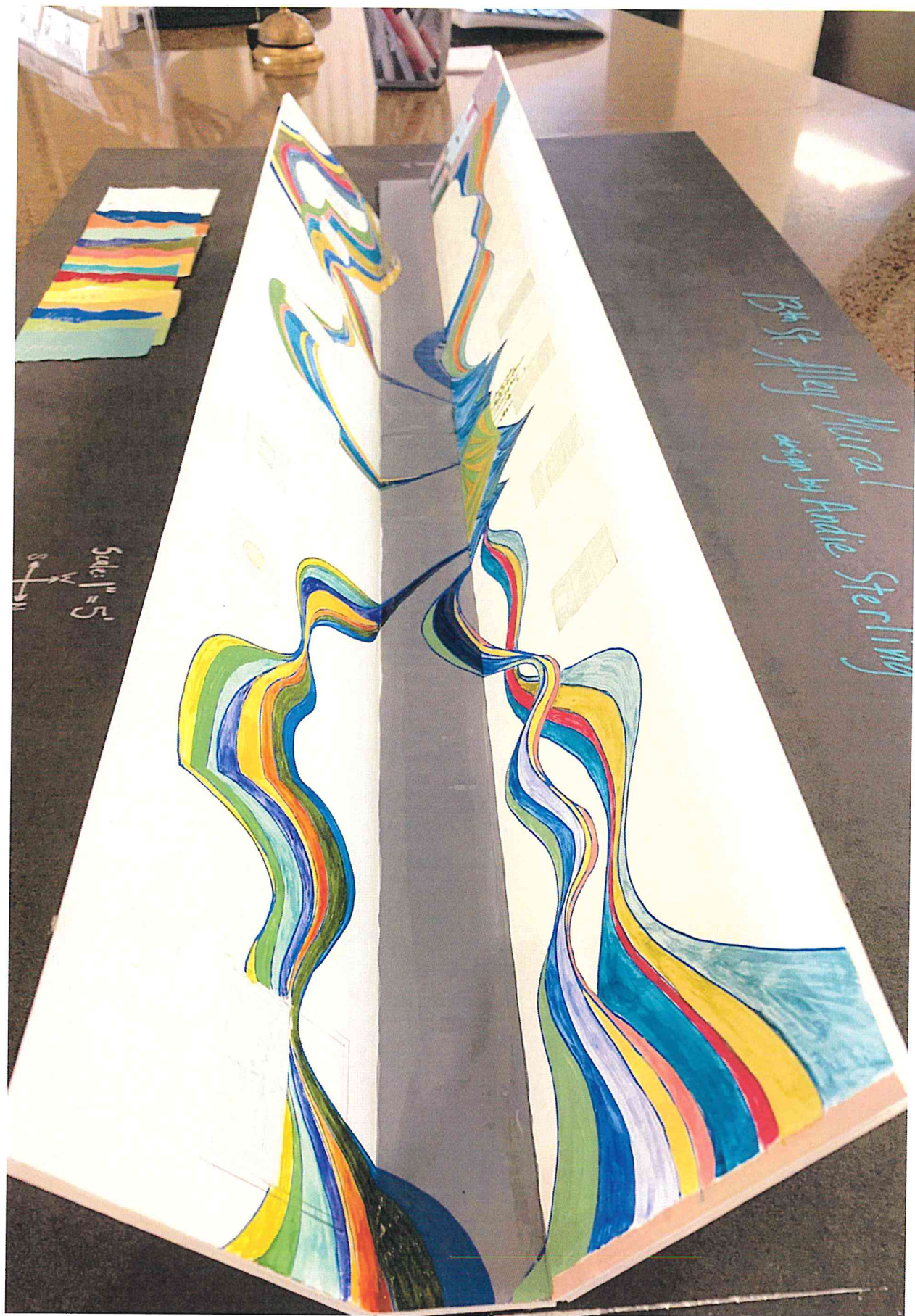
The request meets all the applicable review criteria. The applicant should be aware of the following requirements.

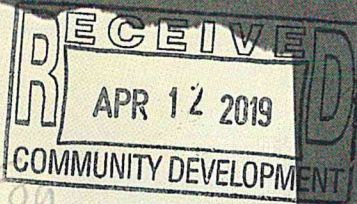
Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission. Minor changes may be approved by the Community Development Director.

The applicant shall obtain all necessary City permits prior to the start of operation.

Staff recommends approval of the request with the following conditions:

1. The wall graphic shall not contain signage.
2. The size of the wall graphic may be at the discretion of the applicant.
3. Painting of images on the sidewalk must take into account images that may be hazardous to visually impaired persons.





Morning Fog

Dawn

Sunset

Pacific

Vellella

Moss

Salmon

Forsythia

Columbia

Cranberry

Hops

Ginkgo

Usnea

Marine

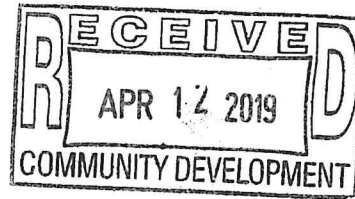
Fern

Spruce



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT



MR 19-03

Paid 4/12/19
Fee: \$250.00 ck# 2418

MISCELLANEOUS REVIEW

☐ Changeable Text Sign

☒ Wall Graphics

Property Location: Address: ^{"City Walkway"} 13th Street Alley – Adjacent Address: 1295 Commercial St____
Lot between 4/5 & 3 Block between 62 & 136 Subdivision McClures - Shivelys
Map T8N R9W, Sec 8CA Tax Lot between 6000/6001 & 6900 Zone C-4

For office use only:			
Adjacent Property Address:		<u>1296 & 1310 Duane St. AND 1295 & 1319 Commercial St.</u>	
★			
Classification:		Inventory Area:	<u>Downtown</u>

Applicant Name: Astoria Downtown Historic District Association

Mailing Address: PO Box 261, Astoria, OR 97103_____

Phone: ²⁵⁴ 541.3640 Business Phone: 503.791.7940 Email: Sarah@astoriadowntown.com

Property Owner's Name: Sunnie Bell & Charlotte Bruhn

Mailing Address: NA

Business Name (if applicable): ADHDDA applying on behalf of community

Signature of Applicant: [Signature]

Signature of Property Owner: See attached documents _____

Proposed Construction/Use: wall graphic on both east and west walls of the 13th Street Alley to encourage increased pedestrian and activity through the alley. The mural will be painted directly onto the buildings.

For office use only:			
Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative HLC/APC Meeting Date:	
120 Days:			

Miscellaneous Review of Wall Graphics - Historic Landmarks Commission:

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

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

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

Application on behalf of Astoria Downtown Historic District Association; site is not business specific and is improving existing public right of way.

Adjacent businesses:

Erickson Floral, Paramount Drug, Astoria Indoor Walking Park are all supportive of the project.

Section 8.080(E). Wall Graphics.

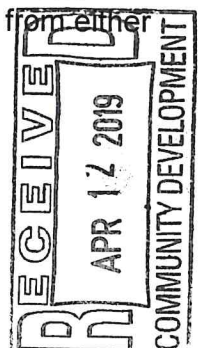
3. A wall graphic proposed to be located on a historic structure or site, adjacent to or across the right-of-way from a historic structure or site, within a National Register Historic District, or adjacent to or across the right-of-way from a National Register Historic District shall be evaluated by the Historic Landmarks Commission on a case by case basis in order to determine appropriateness to the area. The Historic Landmarks Commission may approve, deny, or modify requests, in accordance with Sections 9.010 through 9.100, based on their evaluation of:

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

The site is currently two-colored and prone to attacks of graffiti. The wall graphic we wish to install will extend from the north to the south end of the alley. Both walls will receive a new coat of paint, and the graphic itself will cover approximately 25-30% of the total alley surface space, including traversing the sidewalk to be walked over.

The original design is by local artist Andie Sterling. Her dynamic line work starts at the north end of the alley. On the west wall two groups of line represent the Columbia and the Young Rivers and on the east wall the lines represent the Pacific Oceans. Pedestrians are drawn into the alley upon recognizing the colors and then by peering down and seeing a mountain scape.

The colors chosen the artwork are all from local flora, fauna, and water ways. The flowing nature of the line work brings pedestrians through the space from either direction and provides and experiential artwork.



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

The 13th Street Alley is located within Astoria's downtown historic district and bisects the long block between 12th and 14th streets by creating a walking path between buildings. Our goal is to activate this space in our historic district. There are no remarkable architectural features in the alley, and we there are no exterior alterations proposed to the adjacent buildings.

- c. The impact on surrounding buildings, views and vistas.

This site is unique in that it is not very visible to the passerby. It's our intent to improve this public space to make it more engaging for pedestrians and highlight this unique feature downtown. This is not a visible façade, requiring people enter the space to view the artwork.

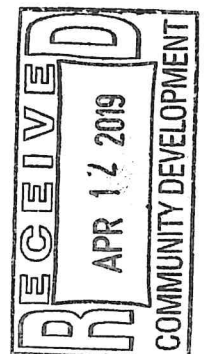
PLANS: A site plan indicating location of the proposed wall graphic on the property is required. Diagrams showing the proposed wall graphic indicating color and type of materials to be used. Scaled free-hand drawings are acceptable.

Painting directly on wall.

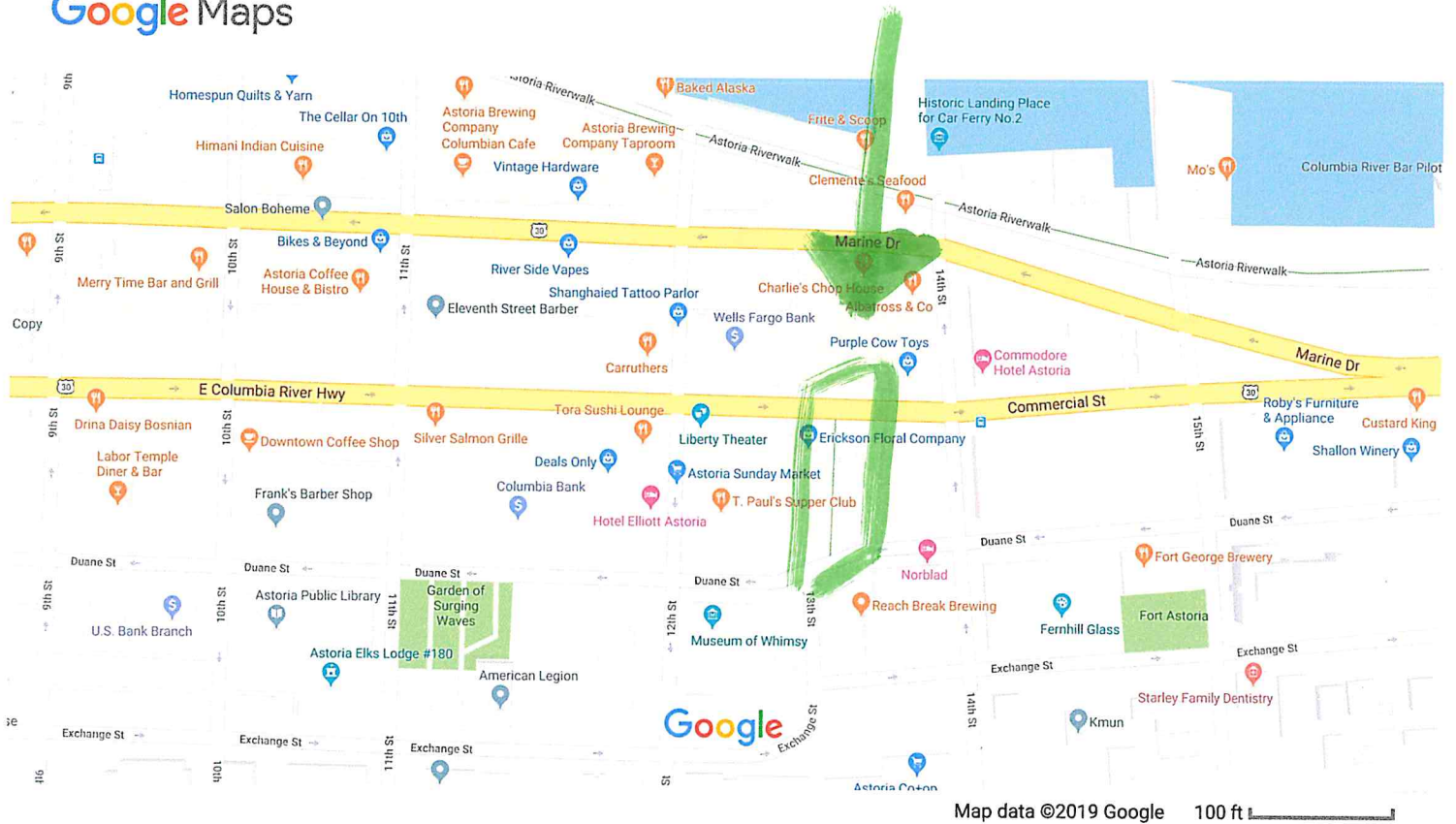
Graffiti resistant finish will be applied up to 8' along the alley wall surfaces.

No other structural elements proposed.

Map with location included.



Google Maps



Map data ©2019 Google 100 ft

🕒 Erickson Floral Company Commercial Street, Astoria, OR

🕒 854 Glasgow Avenue Astoria, OR

🏠 Home

💼 Work

Updated just now



🚦 Moderate traffic in this area
Slower than usual



Astoria

50°



Restaurants



Hotels



Bars

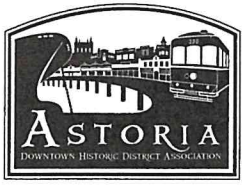


Coffee



More





Astoria Downtown Historic District Association

*Encouraging community involvement and investment in preserving
the character of historic downtown Astoria while promoting its health and future.*

P.O. Box 261 · No.1-12th Street, Suite 114 · Astoria, OR 97103

Phone: (503) 791 -7940 | office@astoriadowntown.com | www.astoriadowntown.com

Memorandum of Understanding 13th Street Alley Activation Project

This memorandum of understanding is hereby made between the Astoria Downtown Historic District Association (ADHDA) and Charlotte Bruhn (Property Owner of 1295 Commercial Street).

PURPOSE

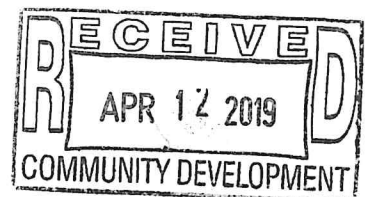
This agreement is to clarify roles, responsibilities, and ensure longevity of the projects activating the 13th Street Alley, specifically a site-specific mural and installation of café lights and lanterns. ADHDA goals in activating the 13th Street Alley with light and art are to increase pedestrianism, deter unsavory behaviors, enhance the visitor experience in downtown Astoria, and increase traffic to the Duane Street corridor.

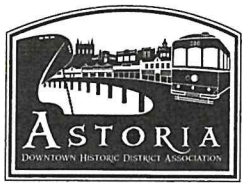
GENERAL PROVISIONS

1. Property Owner agrees to allow ADHDA staff and volunteers to access the roof of her building to install, adjust, and maintain the lighting components in the alley.
2. ADHDA will install, adjust, maintain, and repair lighting components as necessary.
3. Building owners or business owners held therein will notify ADHDA as soon as any damage arises to the light installation, so it may be repaired in a timely manner.
4. Property Owner agrees to allow ADHDA to install a mural in the 13th Street Alley and will not paint over the mural until at least 2030.
5. ADHDA will commission a mural from a professional artist, manage the permitting process, and oversee the artist during the mural installation.
6. Building owners or business owners held therein will notify ADHDA as soon as any damage arises to the mural, so it may be repaired properly in a timely manner.

Charlotte Bruhn, Property Owner

Sarah Lu Heath, ADHDA





Astoria Downtown Historic District Association

*Encouraging community involvement and investment in preserving
the character of historic downtown Astoria while promoting its health and future.*

P.O. Box 261 · No. 1-12th Street, Suite 114 · Astoria, OR 97103

Phone: (503) 791-7940 | office@astoriadowntown.com | www.astoriadowntown.com

Memorandum of Understanding 13th Street Alley Activation Project

This memorandum of understanding is hereby made between the Astoria Downtown Historic District Association (ADHDA) and Sunnie Bell (Property Owner of 1319 Commercial Street).

PURPOSE

This agreement is to clarify roles, responsibilities, and ensure longevity of the projects activating the 13th Street Alley, specifically a site-specific mural and installation of café lights and lanterns. ADHDA goals in activating the 13th Street Alley with light and art are to increase pedestrianism, deter unsavory behaviors, enhance the visitor experience in downtown Astoria, and increase traffic to the Duane Street corridor.

GENERAL PROVISIONS

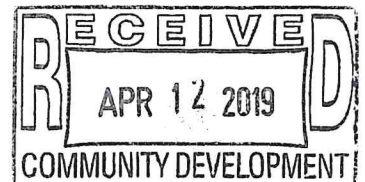
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5. ADHDA will commission a mural from a professional artist, manage the permitting process, and oversee the artist during the mural installation.
6. Building owners or business owners held therein will notify ADHDA as soon as any damage arises to the mural, so it may be repaired properly in a timely manner.

Below

Sunnie Bell, Property Owner

Sarah Lu Heath

Sarah Lu Heath, ADHDA

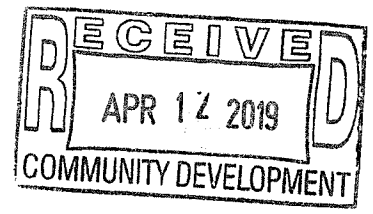


Sunflower Dairy Building LLC

Orinda Bell McGrath

Orinda Bell McGrath LLC

Michael Grant Bell Partner



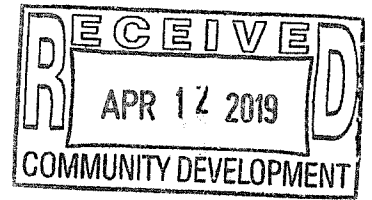
Artist Statement

Andie Sterling is an Astoria artist with a BFA in Visual Art Education and Interior Design from Texas Tech University, where she worked as personal assistant to the university interior design department Chair, and was involved in large projects including the university library renovation. Also, working alongside artist and architect renovating a rundown downtown alley into a social center gateway in the historic district, now called Depot Alley. These experiences taught her ways to utilize elements such as lighting & color to achieve spacial and psychological/mood effects, and to direct movement of people in public spaces, as well as logistics of working on large scale construction projects. She served as undergraduate student representative on the university's Public Art Committee, where 1% of funds spent on new university construction was put toward permanent art installations campus wide. This experience introduced her to the steps and processes involved in achieving large scale public funded art projects, which has remained a passion since.

Sterling's MFA is in Sculpture from the University of North Texas, with emphasis on site specific installations engaging social interactions. Her thesis work centered around reinventing abandoned spaces with use of light, shadow, movement, and sound. This work provided varied experience in obtaining permits and permissions for public land and property use for art. During graduate school, she taught university courses on color theory, 2 and 3 dimensional design, and sculpture. She worked as assistant to the Design Department Chair, managing studio classroom logistics for the department, working within a budget to provide materials and resources to projects, and scheduling curriculum requirements within a timeline.

Sterling's current art practice explores creating the illusion of dimension and movement on a two dimensional plane using linework. Working on a mural scale to produce environments with these lines is the next step of growth within her professional work goals.

Work experience as an art installer for art galleries, as decorative tile and plaster artist for construction firms, and project management affinity carry though into the successful implementation of this design.



Andie Sterling
Project Description

For me, this alley in the heart of Astoria was love at first sight. I saw it like a glowing neon light of potential. With this mural I want to grab curiosities and invite them to wander. To stir up sensations of whimsy and lightness. To tilt one's perspective for a moment. To provide waves of native colors looping throughout the space, for those winter gray days and for a little extra pop on the bright sunny days, too.

The design was born from key elements that come through abstractly. The central focus is a mountain range with a lush farmland valley and a treeline in the center. The shapes of these peaks and valleys were drawn directly from those of a vital, happy heartbeat. The color palette comes directly from native elements: salmon, spruce, fir, usnea, moss, cranberry, veilella, fern, reflective colors on the river and ocean... The wall surface will be prepared with a cool blue white, that reflects clean, bright light. Gilded highlights will create extra light and visual interest throughout the mural. The organic movement of the lines brings a soft contrast to the angles and edges of downtown buildings. Using local colors provides a sense of familiarity to viewers, and also grounds the mural by bringing nature elements into an urban space. The organic movement of the lines brings a soft contrast to the angles and edges of downtown buildings. The bands of waves pouring out onto Duane street are inspired by sound-waves of laughter. The lines flowing out onto Commercial street represent the morning fog blankets, the excitement of visitors inspired by this place, the people who are drawn here from all directions to build this community, the bodies of water that sustain industries that brought settlement of this land, the coastal breeze, and all of the energies that flow through and within Astoria.

My goal for this mural design is to take this space and reinvent it. To create an experience that feels like a happiness portal, bringing lifted spirits and lighter steps to those who travel through it.

For the second phase of this project I am proposing a cobblestone groundcover with a colored tile mosaic that continues the lines through the space, encouraging healthy moss growth for a softer, finished, green-space walkway designed flourish in its damp, cool environment.

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA**

**CITY OF ASTORIA
NOTICE OF PUBLIC HEARING**

Mail	4-29-19
Email	4-29-19
Web	4-29-19
Pub	5-14-19

The City of Astoria Historic Landmarks Commission will hold a public hearing on Tuesday, May 21, 2019 at 5:15 p.m., in the City Hall Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

- 1) New Construction Request (NC19-02) by Rickenbach Construction, on behalf of the Columbia River Maritime Museum, to locate an outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2050 Marine Drive (Map T8N R9W Section 8DA WM, Tax Lot 700, Block 129) in the HR (Hospitality/Recreation) Zone. The site is adjacent to the historic Railroad Depot building at 2042 Marine Dr. Development Code Sections 2.966 to 2.972, Articles 9 (Administrative Procedures), and Article 14 (Civic Overlay and Gateway Overlay), and Comprehensive Plan Sections CP.015, CP.057 and CP.058 and CP 240 to 255 are applicable to the request.
- 2) Miscellaneous Review request (MR19-02) by Ron Neva to paint a series of wall graphics on the columns associated with the east-facing elevation of an existing commercial building at 1335 Marine Drive (Map T8N R9W Section 8CA WM, Tax Lot 2400; Lot 4, Block 57) in the C-4 (Central Commercial) Zone. The site is adjacent to the historic Gimre-Svenson building at 229-239 14th Street and is located in the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 3) **Miscellaneous Review Request (MR19-03)** by the Astoria Downtown Historic District Association to commission and install professionally painted murals on the walls of buildings on the 13th Street Alley between Duane and Commercial Streets. The murals would be between two commercial buildings, 1295 Commercial Street and 1319 Commercial Street, and 1296 Duane Street and 1310 Duane Street; between lots 3,4,5; between blocks 62 and 136, McClures-Shivley subdivision; Map T8N R9W, Section 8CA, between tax lots 6000/6001 and 6900; C-4 (Central Commercial) Zone. This site is located within the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 4) Demolition Request (DM19-01) by Tim Janchar to demolish an existing garage at 1440 Irving Avenue (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The garage structure is designated as historic in the Shivley-McClure National Register Historic District and is associated with the single-family dwelling at 828 14th Street. Development Code Standards 2.150 to 2.185, Articles 6 & 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.
- 5) New Construction request (NC19-01) by Tim Janchar to reconstruct the existing garage at 1440 Irving Avenue associated with a single-family dwelling at 828 14th Street ((Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The site is adjacent to structures designated as historic in the Shivley-McClure National Register Historic District. Development Code standards 2.150 to 2.185, Article 6 (historic Preservation) & Article 9 (Administrative Procedures), and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.

STAFF REPORT AND FINDINGS OF FACT

May 14, 2019

TO: CITY OF ASTORIA, HISTORIC LANDMARKS COMMISSION

FROM: ROBIN SCHOLETZKY, AICP, CONTRACT PLANNER

THROUGH: BRETT ESTES, CITY MANAGER

SUBJECT: DEMOLITION REQUEST (DM19-01) TO DEMOLISH AND REBUILD A
DETACHED GARAGE STRUCTURE AT 1440 IRVING FOR AN EXISTING
SINGLE-FAMILY DWELLING AT 828 14TH STREET

I. BACKGROUND SUMMARY

- A. Applicant: Tim Janchar
828 14th Street
Astoria OR 97103
- B. Owner: Timothy Janchar
300 NW 8th Ave # 401
Portland OR 97209
- C. Location: 1440 Irving Avenue (accessory structure) for 828 14th Street
(dwelling) (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and
north 50' Lots 7 & 8, Block 20, Shively)
- D. Classification: Secondary contributing historic structure in Shively-McClure National
Register Historic District

Dwelling: Historic Non-Contributing structure in Shively-McClure
National Register Historic District
- E. Proposal: To demolish and rebuild a detached accessory structure adjacent
to the existing single-family dwelling.
- F. Associated Application: New Construction
Request (NC19-01) to
construct an accessory
structure on the same site
as the existing garage.
The request will be
considered by the HLC at
the same meeting as the
Demolition request.

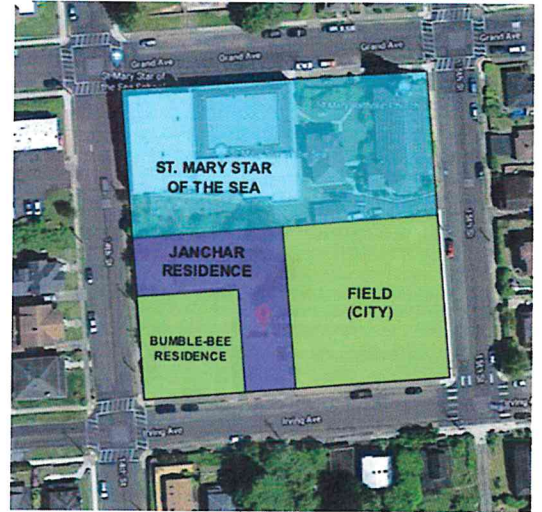


II. BACKGROUND

The subject property currently has a single-family dwelling with detached garage on a 12,500 square foot lot. The house was built c. 1890 and the garage was built c. 1930.

The existing garage was constructed to house multiple vehicles for the neighborhood. In 2002 when the National Register District nomination was being prepared, the structure was in fair condition (as viewed from the outside) and was not obviously in use as a garage. It is located fronting on Irving Avenue on an "L" shaped lot (multiple frontages) and associated with the single-family dwelling which fronts on 14th Street. Due to multiple alterations, the dwelling was not designated as historic.

The existing garage is a Vernacular, wood frame structure with concrete foundation, side facing gable drop siding, exposed rafter ends, corner boards, and 3, 6, & 9-lite fixed wood windows.



III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on April 29, 2019. A notice of public hearing was published in the *Astorian* on May 14, 2019. A notice of public hearing was posted onsite on April 29, 2019.

Based on comments received by the City prior to the review period, a courtesy notice was provided to the Lower Columbia Preservation Society. Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Section 6.080.A, Demolition and Moving, Certificate of Appropriateness, states *"No person, firm, or corporation shall move, demolish, or cause to be demolished any structure listed or identified as a Historic Landmark as described in Section 6.040 without first obtaining a Certificate of Appropriateness."*

Finding: The structure is designated as historic in the Shively-McClure National Register Historic District and requires review and a Certificate of Appropriateness.

- B. Section 6.080.B, Demolition and Moving, Criteria for Immediate Approval, states *"The Historic Preservation Officer shall issue a Certificate of Appropriateness for moving or demolition if any of the following conditions exist:*
- 1. The structure has been damaged in excess of 70% of its assessed value by fire, flood, wind, or other natural disaster or by vandalism; or*
 - 2. The Building Official finds the structure to be an immediate and real threat to the public health, safety and welfare.*

All other requests will be reviewed by the Historic Landmarks Commission."

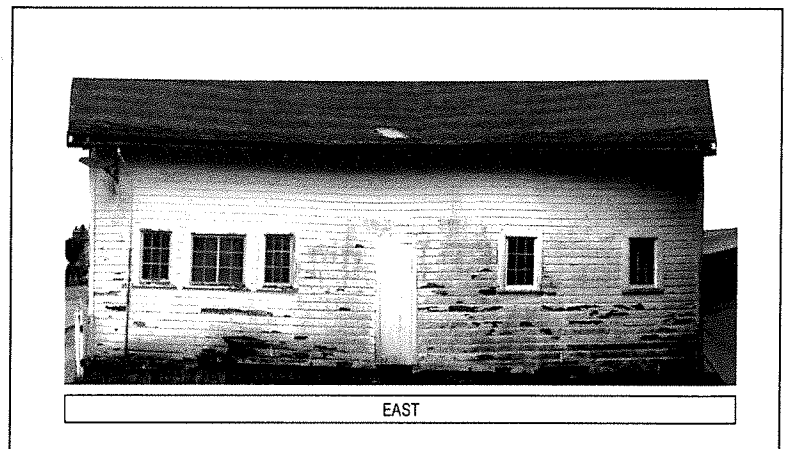
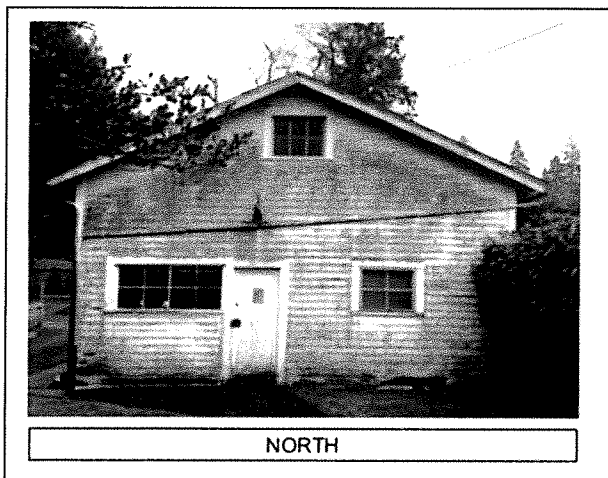
Finding: The structure has not been damaged by natural disaster. On May 9, 2018, the Building Official declared that the building was dangerous, but was not “an immediate and real threat to the public health, safety, and welfare.” The request to demolish and rebuild the building requires review by the Historic Landmarks Commission. See attached statement from the Building Official in 2018.

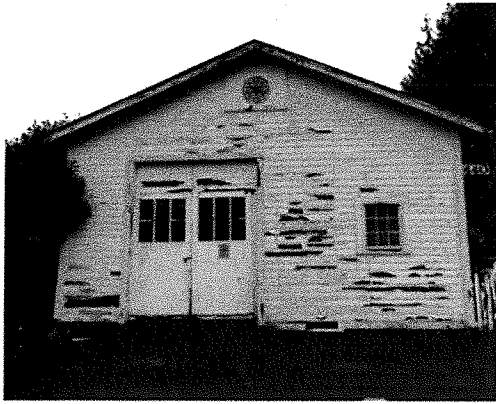
- C. Section 6.080.C, Demolition and Moving, Historic Landmarks Commission Review Criteria, states “Those demolition/moving requests not meeting the conditions for immediate approval shall be reviewed by the Historic Landmarks Commission following receipt of an applicant's request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh all of the following criteria:

1. The structure cannot be economically rehabilitated on the site to provide a reasonable income or residential environment compared to structures in the general area.”

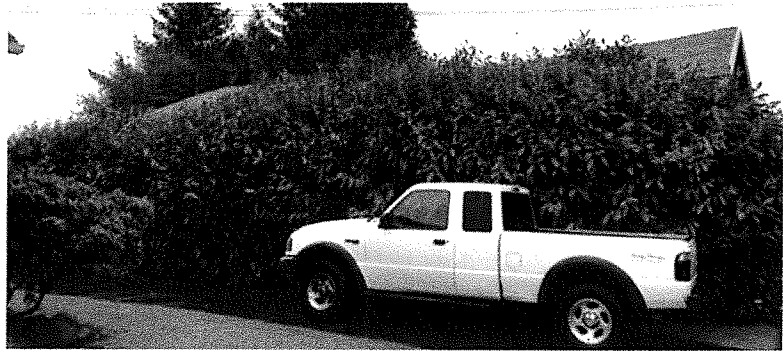
Finding: The structure was in fair condition (as viewed from the outside) and was not obviously in use as a garage at the time of the historic designation in 2002. Over the years, the building has deteriorated and not been maintained and repaired. A prior application (DM 18-01) by the applicant indicated a request to completely demolish the building, however, the proposed alternative seeks to rebuild the accessory structure using as many salvageable materials as possible in a nearly identical footprint.

What is being proposed with this application is as close to a complete rehabilitation using as much existing materials as is possible given the condition of the building. See elevations noted below to illustrate current conditions.





SOUTH



WEST

2. *"There is demonstrated public need for a new use, if any is proposed, which outweighs the benefit which might be served by preserving the subject building(s) on the site due to the building's contribution to the overall integrity and viability of the historic district."*

Finding: The structure was original built as a multi-vehicle garage for use by several families in the neighborhood. It was associated with the single-family dwelling at 828 14th Street. It had a loft for automobile parts and an office area. It has not been used as a garage for many years.

The applicant does not use the structure as a garage and utilizes the paved parking area on the east side of the structure for parking. That area would continue to be used for parking for the dwelling. While the original building was a garage, it has not been used as a garage for many years.

The applicant's intention for use of the reconstructed building is similar to that of an outbuilding or garage.

The applicant has submitted a New Construction Request (NC19-01) to reconstruct the structure. The new structure would be nearly exactly the same in size, material, and design as the existing historic building with adjustments noted below. For each elevation, the reconstruction is proposed as follows:

- Roof. The roof will be reconstructed with cedar shingles and a ridge cap will be added along with a half round gutter;
- West Elevation. The existing tall hedges are proposed to be reduced in height via conversations with the neighbor and a replacement of the existing 54" by 34" window will be provided in the same location. A new window matching the replacement will be added along the elevation for symmetry.
- South Elevation. The façade will be restored or rebuilt to match existing including replacing the existing 9-lite window and rebuilding the swinging barn doors. Minor adjustments include the replacement of an existing decorative wood board at peak with a more historically accurate window.

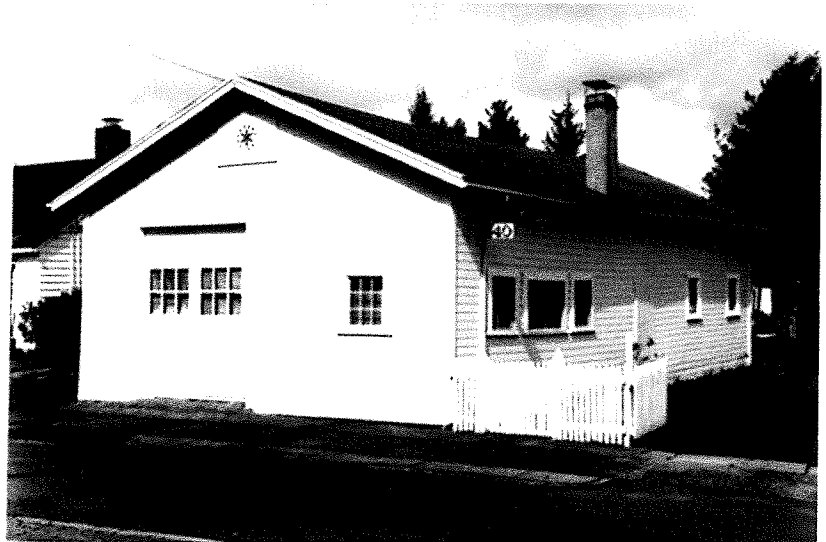
- East Elevation. All of the façade will be restored except for the narrow side door and the chimney.
- North Elevation. Existing windows of 8-lite and 4-lite are replaced with 9-lite and locations are adjusted for symmetry. A new 9-lite window will be added above the door and a replacement 9-lite window will be installed at the roof peak. The door style will be matched, but shifted to be centered along the elevation.

By constructing a new structure that closely matches the existing historic structure, the historic streetscape would be preserved. The demolition request is being reviewed based on the simultaneous submittal of the New Construction proposal for a nearly identical building on the site. Therefore, demolition is conditioned on the construction and replacement of the building as proposed (Condition 1). A full demolition should not occur until the applicant is prepared to construct the new structure. The demolition building permit shall be submitted at the same time as the building permit for construction of the new building (Condition 2).

3. *"The proposed development, if any, is compatible with the surrounding area considering such factors as location, use, bulk, landscaping, and exterior design."*

Findings: The New Construction Request (NC 19-01) is being considered by the HLC at the same meeting as the Demolition Request. The Findings of Fact as adopted by the HLC for NC 19-01 are incorporated by reference as part of these Findings of Fact. These Findings address the compatibility of the new structure.

The historic designation inventory documentation notes the picket fence and gate as "Noteworthy Landscape Features". The portion of the fence which was attached to the structure has been removed over time, but the fence along the east property line would remain. A new picket fence similar to the design as illustrated on the historic resources survey form shall be incorporated into the design of the new construction proposed for the site.



As noted in NC19-01, the proposed structure is compatible with the surrounding area considering such factors as location, use, bulk, landscaping, and exterior design.

4. *"If the building is proposed to be moved, the new site and surrounding area will benefit from the move. Any review shall be completed, and a decision rendered within 75 days of the date the City received a complete application. Failure of the Historic Landmarks Commission to meet the time lines set forth above shall cause the request to be referred to the City Council for review. All actions of the Historic Landmarks Commission can be appealed to the City Council. The Historic Landmarks Commission will follow the procedural requirements set forth in Article 9."*

Finding: The building is proposed to be shifted slightly to the east 16" in order to provide adequate distance from the western property line in conjunction with building code. This conformance with building code will enable the historic windows to be maintained in their current location. However, this section does not apply as the building will be located on the same site as it is currently. This criteria is met.

- D. Section 6.080.D, Demolition and Moving, Conditions for Demolition Approval, states *"As a condition for approval of a demolition permit, the Historic Landmarks Commission may:*

1. *Require photographic documentation, and other graphic data or history as it deems necessary to preserve an accurate record of the resource. The historical documentation materials shall be the property of the City or other party determined appropriated by the Commission."*

Finding: The applicant has submitted photos showing the detailed deteriorated condition of various parts of the structure and full elevation photos for the North, South and East Elevations. The West Elevation is obscured by substantial vegetation. The submittal materials provided for the application provide a valuable permanent record of the interior and exterior of the historic structure. Staff recommends that the applicant provide this photographic documentation of the structure on all four elevations and interior, to record the design and use of the building, in accordance with modified standards of the Historic American Buildings Survey (HABS) and Historic American Engineering Record Documentation (HAER) Photographic Specifications to include two sets of 8" x 10", high contrast black and white photographs on archival paper, not the large-format required by HABS/HAER, to document the current appearance of the structure. A digital copy of the photos in .jpeg format should be included. The photos shall be submitted and approved by the Community Development Department prior to demolition of the structure (Condition 4).

History of the use of this building is unique as a multi-family garage and with the "loft" for automotive supplies and an office area. The inventory completed in 2002 has limited information on the property. The applicant should have

the history of the structure researched to expand the recorded history of the building. The research should include historic views of the building, if any, and any construction drawings, if any. Depending on the availability of information, it is expected that such report would be in the range of one to two pages in length. It is anticipated the narrative may flesh out that information provided in the Historic Inventory. The additional historic information shall be submitted and approved by the Community Development Department prior to final inspection for the new structure or no later than two years from the date of this permit approval, whichever is first (Condition 5).

2. *"Require that the property owner document that the Historic Preservation League of Oregon or other local preservation group has given the opportunity to salvage and record the resource within 90 days."*

Finding: The applicant intends to salvage and reuse the entire structure as part of the rebuilding process. Due to the condition of the building and the intent of the applicant to salvage as many materials from the building as possible, no additional salvage as noted by this criteria is required. (Condition 6).

V. CONCLUSION AND RECOMMENDATION

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

1. The applicant shall obtain approval for construction of a new structure as proposed in New Construction Request (NC19-01) and shall construct any new structure in accordance with the plans as proposed and approved by the HLC.
2. A full demolition should not occur until the applicant is prepared to construct the new structure. The demolition building permit shall be submitted at the same time as the building permit for construction of the new building.
3. A new picket fence similar to the design as illustrated on the historic resources survey form shall be incorporated into the design of the new construction proposed for the site. The design and location shall be reviewed and approved by the Community Development Department prior to construction.
4. The applicant shall establish a permanent record of the interior and exterior of the property and, prepare a photographic documentation of the structure on all four elevations and interior in accordance with modified standards of the Historic American Buildings Survey (HABS) and Historic American Engineering Record Documentation (HAER) Photographic Specifications. Two sets of 8" x 10", high contrast black and white photographs on archival paper, not the large-format required by HABS/HAER, and digital copy in .jpeg format, must document the current appearance of the structure. All photographs (two sets), negatives, and digital copies, shall be provided to the Community Development Department for approval prior to demolition.

5. A written documentation providing a narrative record of the building/site history shall be prepared. Depending on the availability of information, it is expected that such report would be in the range of one to two pages in length. It is anticipated the narrative may flesh out that information provided in the Historic Inventory. The additional historic information shall be submitted and approved by the Community Development Department prior to final inspection for the new structure or no later than two years from the date of this permit approval, whichever is first.
6. The applicant shall salvage wood and other features from the structure, where feasible, to repurpose in the proposed new construction.
7. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.

The applicant should be aware of the following requirements:

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

ATTACHMENT 1

DO NOT ENTER UNSAFE BUILDING

THIS BUILDING HAS BEEN INSPECTED
AND FOUND TO BE IN AN UNSAFE
CONDITION. REPAIR WORK OR
DEMOLITION PERFORMED WITHOUT
AUTHORIZATION BY THE ASTORIA
BUILDING DEPARTMENT IS SUBJECT
TO PENALTY OF LAW.
(Astoria City Code, 9.005 - 9.060)

BEN SMALL *Ben Small*
BUILDING OFFICIAL
CITY OF ASTORIA

DO NOT REMOVE THIS NOTICE WITHOUT AUTHORIZATION BY
THE BUILDING OFFICIAL.



CITY OF ASTORIA

Founded 1811 • Incorporated 1856

May 9, 2018

Nancy, The result of my visit on 5/3/2018 I have concluded that the building at 1440 Irving to be a dangerous building. Section 302.5.7.8.10. of the 1997 Uniform Code for the Abatement of Dangerous Buildings. I do not feel that this building is an immediate and real threat to the public health, safety and welfare.

Ben Small
City of Astoria Building Official

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

HIST. NAME: Irving Street Garage
COMMON NAME: n/a
ADDRESS: 1440 Irving Avenue

DATE OF CONSTRUCTION: c. 1930
ORIGINAL USE: Garage
PRESENT USE: Garage

CITY: Astoria OR 97103

ARCHITECT: n/a
BUILDER: n/a

OWNER: Englund Kurt J/Sarah E
828 14th Street
Astoria OR 97103

THEME: Culture
STYLE: Vernacular

T/R/S: T8N/R9W/S

MAP NO.: 8090 8CD **TAX LOT:** 12100

ADDITION: Shively's Astoria

xBLDG STRUC DIST SITE OBJ

BLOCK: 20 **LOT:** 9 & north 50' Lots 7 & 8

QUAD: Astoria

CLASSIFICATION: Secondary (HDR02-09)

PLAN TYPE/SHAPE: Rectangular

NO. OF STORIES: 1

FOUNDATION MATERIAL: Concrete

ROOF FORM & MATERIALS: Side-facing gable, asphalt

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood frm

PRIMARY WINDOW TYPE: 9-light fixed wood sash windows w/ plain casings

EXTERIOR SURFACING MATERIALS: Wood drop siding

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Exposed rafter ends; cornerboards; 3 & 6-light fixed wood sash windows, east and west; paired wood doors w/ 6-lights, front; pan light, SE.

OTHER: None

HISTORICAL INTEGRITY: Slightly altered

EXTERIOR ALTERATIONS/ADDITIONS: Plywood panels applied over recessed panels, paired wood doors, front; doorway boarded over, east.

NOTEWORTHY LANDSCAPE FEATURES: Wood picket fence and gate. Cherry tree to north is 100+ years old.

ASSOCIATED STRUCTURES: Residence, 828 14th Street.

KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block Irving Avenue between 14th and 15th Streets; south facing; street level; adjacent to sidewalk on narrow lot

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: This garage was constructed between 1924 and 1934. It may have been constructed by Lawrence Stafford who lived around the corner at 828 14th Street. It was constructed for the purpose of housing several automobiles and was used by neighborhood families who did not have a garage of their own. It remains in good condition and is largely intact. The interior has a loft for automobile parts, an office and wood floor. The interior was heated by a pot belly stove.

Its presence contributes to the historic streetscape.

SOURCES: Sanborn-Perris Maps 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Interview with Bill Leahy 7/1/02; Interview with Beverly Cox 7/13/02

NEGATIVE NO.: Roll 5 no. 4
SLIDE NO.:

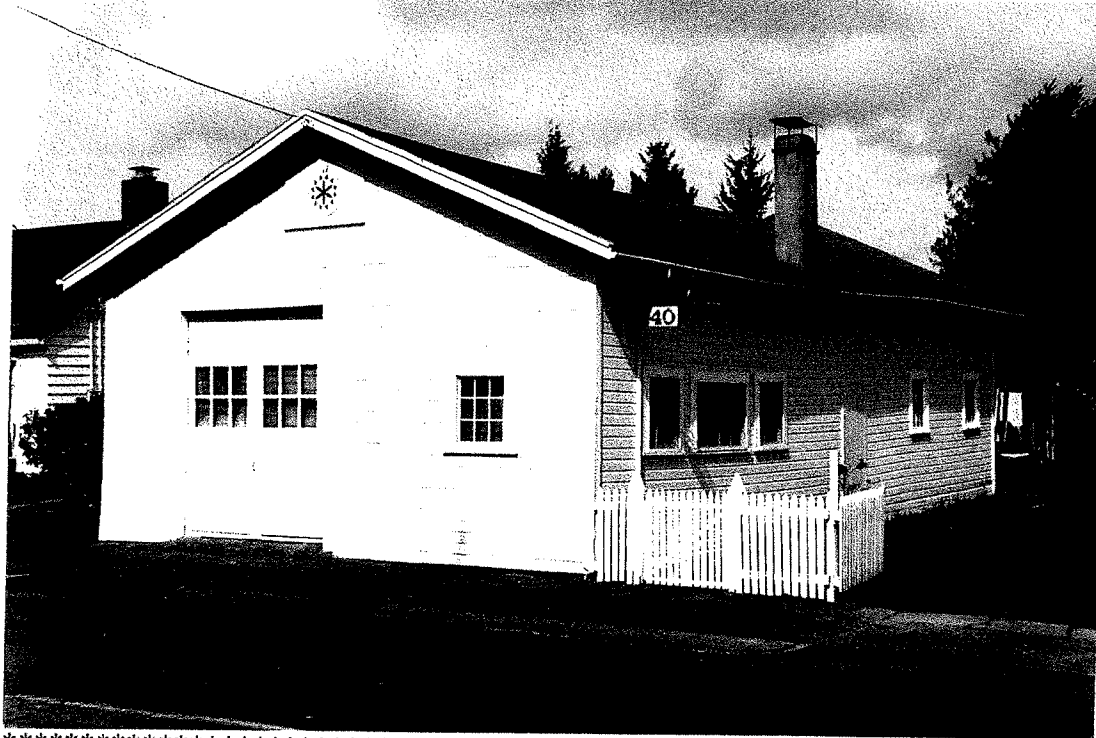
RECORDED BY: John Goodenberger
DATE: 3/4/02

SHPO INVENTORY NO.:

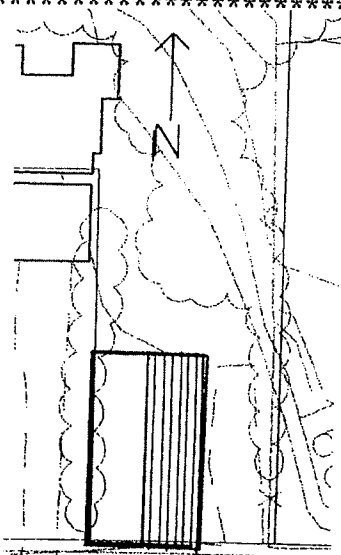
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM-TWO

NAME: Irving Street Garage
ADDRESS: 1440 Irving Avenue
TAX LOT: 12100

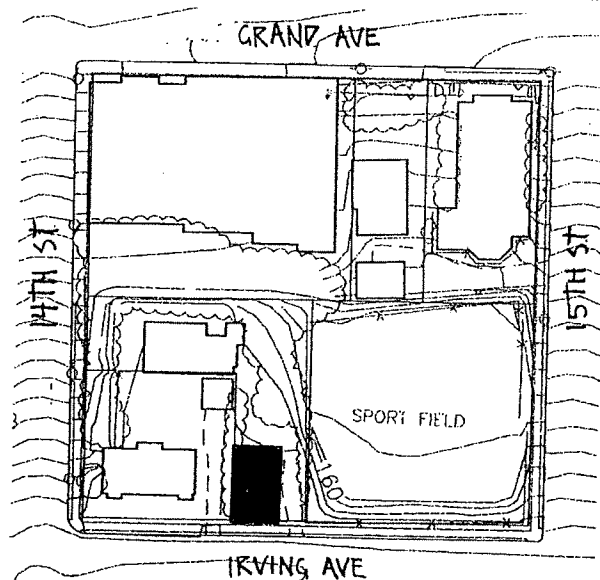
T/R/S: T8N/R9W/S
MAP NO.: 8-9-8CD
QUADRANGLE: Astoria 7 1/2 (1984)



NEGATIVE NO.: Roll 5 no. 4



1440 IRVING AVE



GRAPHIC & PHOTO SOURCES: J.E. Goodenberger; City of Astoria, Engineering Dept.

FORT HILL 5 - R-28

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

HIST. NAME: Ulmer Taylor Residence
COMMON NAME: Milton and Ione Sanford Res.
ADDRESS: 828 14th Street

DATE OF CONSTRUCTION: c. 1890
ORIGINAL USE: Single dwelling
PRESENT USE: Single dwelling

CITY: Astoria OR 97103

ARCHITECT: n/a
BUILDER: n/a

OWNER: Englund Kurt J/Sarah E
828 - 14th Street
Astoria OR 97103

THEME: Culture
STYLE: Vernacular

T/R/S: T8N/R9W/S

MAP NO.: 80908CD **TAX LOT:** 12100

ADDITION: Shively's Astoria

BLOCK: 20 **LOT:** N. 50' of Lot 7 &
N. 50' of Lot 8

xBLDG STRUC DIST SITE OBJ
QUAD: Astoria

CLASSIFICATION: Historic Non-Contributing

PLAN TYPE/SHAPE: Irregular

NO. OF STORIES: 1

FOUNDATION MATERIAL: Concrete

ROOF FORM & MATERIALS: Side-facing gable, asphalt

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood fm

PRIMARY WINDOW TYPE: 1/1 DH wood sash, single-light fixed, plain casings

EXTERIOR SURFACING MATERIALS: Wood shingles, wide exposure, over original siding

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Enclosed eaves; frieze; single-light fixed wood sash windows w/ 5-light transom; minimal details

OTHER: None

HISTORICAL INTEGRITY: Very altered

EXTERIOR ALTERATIONS/ADDITIONS: According to the 1892 Sanborn Map this was an L-shaped house with a small centered front porch on the west and a side porch on the north. By 1908, part of that north porch was infilled with a pantry. By 1924, a porch stretched the full width of the west elevation and the house was expanded eastward with a couple of additions, the easternmost extending in a north-south direction. After 1954, the house lost that easternmost addition. Other alterations include: applying wood shingles with a wide exposure over original clapboard or drop siding; front porch was enclosed with windows and siding, half of it was converted to interior living space; chimney constructed, west; 1/1 DH wood sash windows replaced with single-light fixed windows w/ 5-light transoms, north; 1/1 DH wood

sash windows replaced with single-light sliding aluminum sash windows, south; addition constructed, NE; wood trellis attached, south.

NOTEWORTHY LANDSCAPE FEATURES: Maple, cedar, pine, NW; Holly, SE; cherry, E; rock wall, south.

ASSOCIATED STRUCTURES: 1440 Irving Avenue, SE

KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block 14th Street between Grand and Irving Avenues; west facing; well above street level, accessed by long flight of stairs, rock wall, west.

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: The Sanborn Map does not reach this portion of Astoria until 1892. The house is clearly established at that time; its form resembles that of houses constructed in the 1870s. However, searches so far in the Register of Electors have not revealed anyone at the address before 1900. Ulmer Kelly Taylor, a 24 year-old laborer is the first known resident of the house. According to the Astoria Household Directory, William E. Smith of Smith & Werthes meat market lived in the house in 1902 and Clifton Landingham, a barber, lived there in 1904. By 1906 through 1910, Millard Hardesty, an electrician, lived in the house.

Newlyweds Milton and Ione Sanford purchased the house around 1915. Milton was a machinist. By 1925, he was operating an automobile repair shop out of his garage at 1440 Irving Avenue. Milton was active in the community. He was Chief and later Grand Warden of St. Aldemar Commandery Knights Templar, High Priest of St. John's Chapter #14, Royal Arch Masons, and chairman of Astoria Civil Service Commission. The Sanfords lived in this house until Milton's death in 1955.

The house has had extensive alteration and no longer reflects the historic period. Its significance as an example of a working-class house would be strengthened through restoration.

SOURCES: Sanborn-Perris Maps 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Astoria Household Directory 1896 -1925; *Astoria Budget* 2-5-55:1; *Astoria Daily Budget* 10-21-14:8

NEGATIVE NO.: Roll 2 no 25
SLIDE NO.:

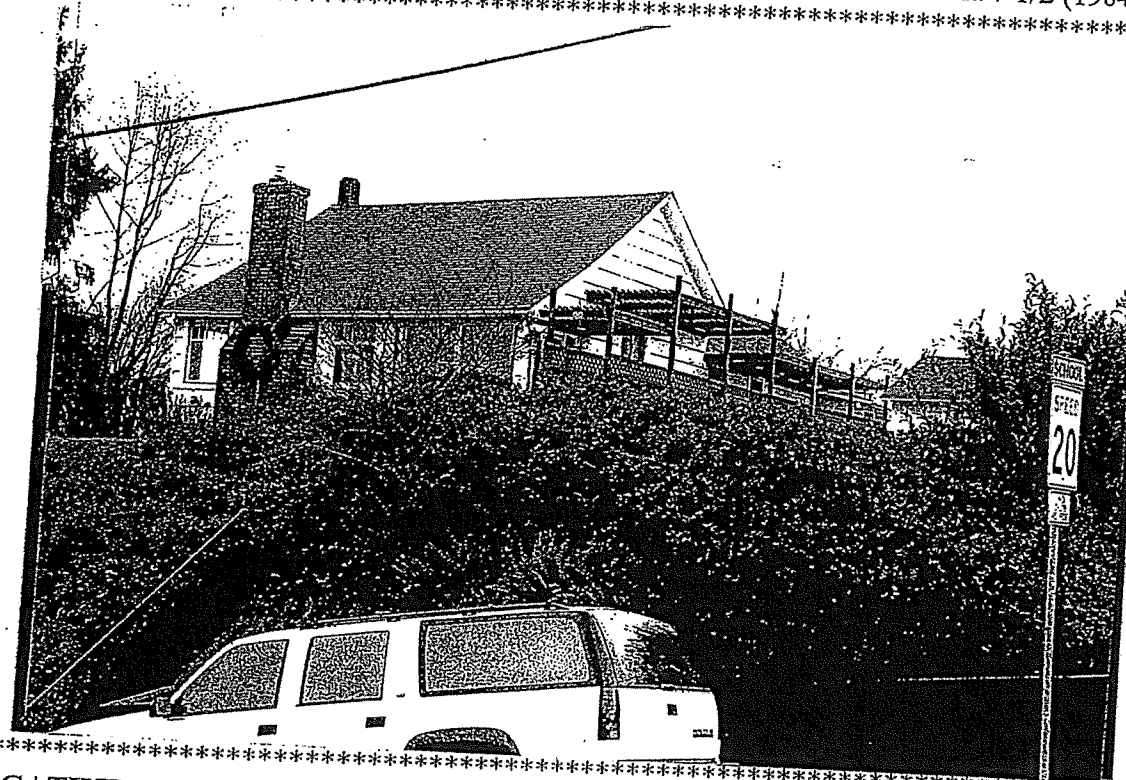
RECORDED BY: John Goodenberger
DATE: 10/30/02

SHPO INVENTORY NO.:

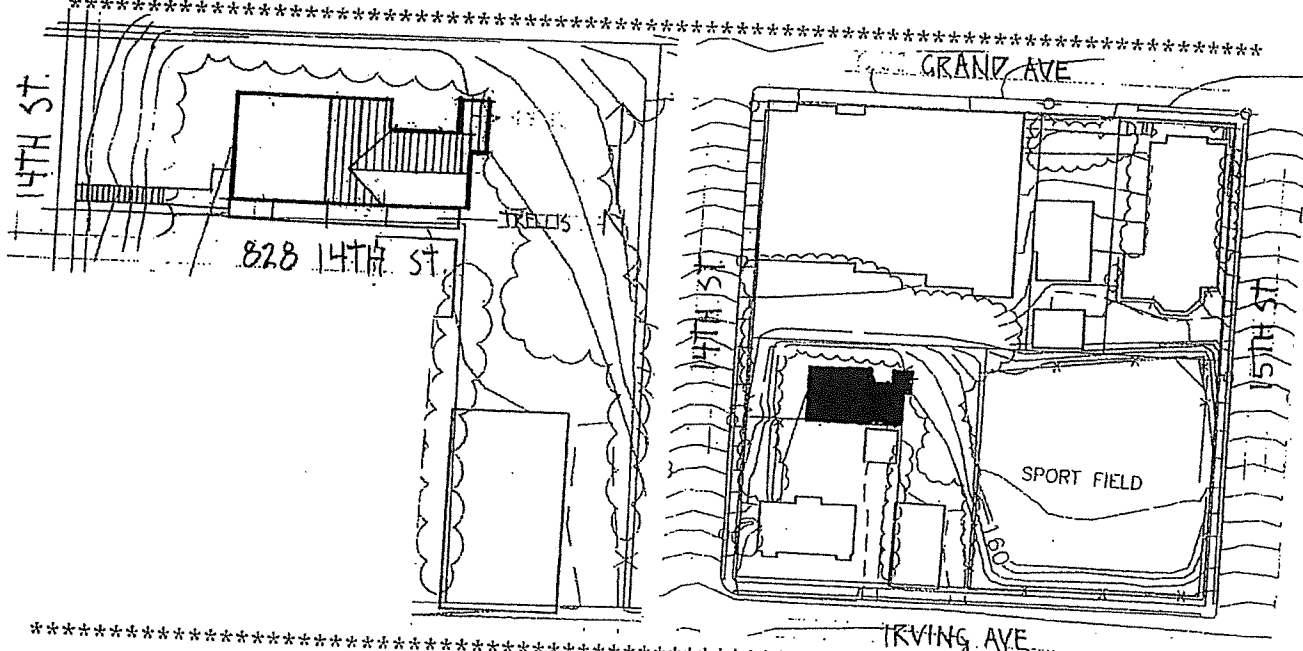
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM-TWO

NAME: Ulmer Taylor Res.
ADDRESS: 828 14th Street
TAX LOT: 12100

T/R/S: T8N/R9W/S
MAP NO.: 8-9-8CD
QUADRANGLE: Astoria 7 1/2 (1984)



NEGATIVE NO.: Roll 2 no. 25



GRAPHIC & PHOTO SOURCES: J.E. Goodenberger; City of Astoria, Engineering Dept.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

BUILDING CODES
FEB - 5 2019
CITY OF ASTORIA

DM 19-01

☒ Fee Paid Date 2/6/19 By Check 313 MP

Fee: \$500.00

DEMOLITION OR MOVING FOR HISTORIC PROPERTY

Property Address: 1440 Irving Avenue, Astoria, OR 97103

Lot 9 & North 50' Lots 7&8 Block 20 Subdivision Shivelys
Map 80908CD12100 Tax Lot 12100 Zone R3

For office use only:

Classification: _____ Inventory Area: _____

Applicant Name: Tim Janchar

Mailing Address: 828 14th Street Astoria, OR 97103

Phone: 971-998-4955 Business Phone: 971-998-4955 Email: timjanchar@mac.com

Property Owner's Name: Tim Janchar

Mailing Address: 828 14th Street, Astoria OR 97103

Business Name (if applicable): _____

Signature of Applicant: Tim Janchar Date: 2/4/2019

Signature of Property Owner: Tim Janchar Date: 2/4/2019

Reason for Proposed Demolition or Moving: The Building Official finds the structure to be in an unsafe condition. The building abuts a public sidewalk, adjacent property, and driveway causing concern for public and personal safety. Due to the extent of damage to the existing structure, we are proposing a deconstruction and restoration of the building. We have been asked to submit a demolition application for this process.

FILING INFORMATION: Historic Landmarks Commission meets at 5:15 pm on the third Tuesday of each month. 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. The City may be able to provide some historic technical assistance on your proposal.

For office use only:

Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative HLC Meeting Date:	

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

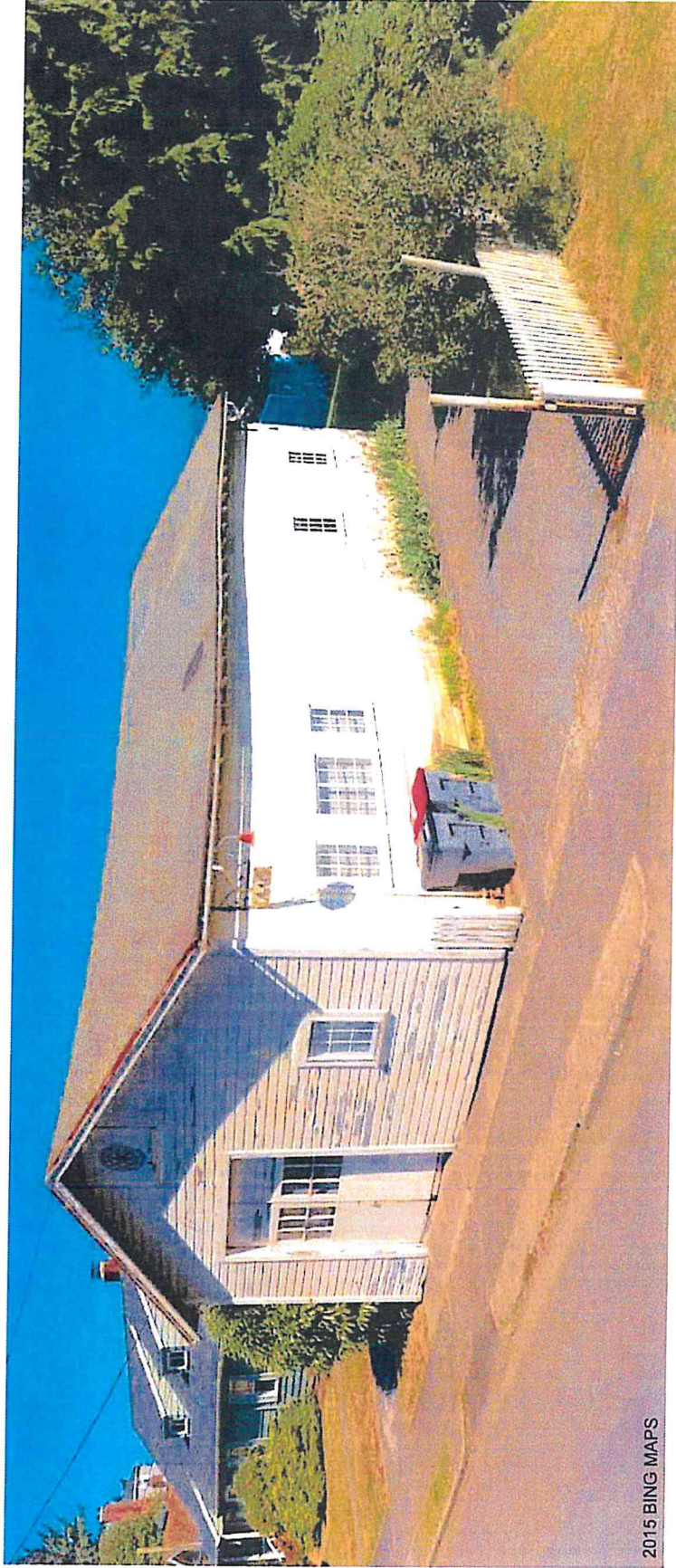
1. The structure cannot be economically rehabilitated on the site to provide a reasonable income or residential environment compared to structures in the general area.
The structure in its current state is unsafe and unusable. We are proposing to deconstruct and restore the building in phases re-using and salvaging what materials possible. We initially planned on submitting an exterior alterations permit, but due to the large percentage of the structure which is rotted and needs replacement, we are required to submit this as a demo.
2. There is demonstrated public need for a new use, if any is proposed, which outweighs the benefit which might be served by preserving the subject building(s) on the site due to the building's contribution to the overall integrity and viability of the historic district.
The structure is unsafe and stands on the sidewalk in front of a school bus stop. Without a restoration it will likely fall down in subsequent years. There is a public safety issue here, but also the building is well known in the community and an important part of the look and spirit of the district and we want to preserve that.
3. The proposed development, if any, is compatible with the surrounding area considering such factors as location, use, bulk, landscaping, and exterior design.
The proposed development will be a restoration of the existing building. All sides in public view will be reconstructed to mirror the original building.
4. If the building is proposed to be moved, the new site and surrounding area will benefit from the move.
The building will not be moved. We will apply for a variance to keep the same footprint.

Conditions for Demolition Approval.

As a condition for approval of a demolition permit, the Historic Landmarks Commission may:

1. Require photographic documentation, and other graphic data or history as it deems necessary to preserve an accurate record of the resource. The historical documentation materials shall be the property of the City or other party determined appropriated by the Commission.
 2. Require that the property owner document that the Historic Preservation League of Oregon or other local preservation group has given the opportunity to salvage and record the resource within 90 days.
-

NC19-01



NARRATIVE:

THE INTENT OF THIS DOCUMENT IS TO SHARE THE APPROACH TO RESTORING THIS HISTORIC ASTORIA OUTBUILDING BACK TO ITS ORIGINAL LUSTER.

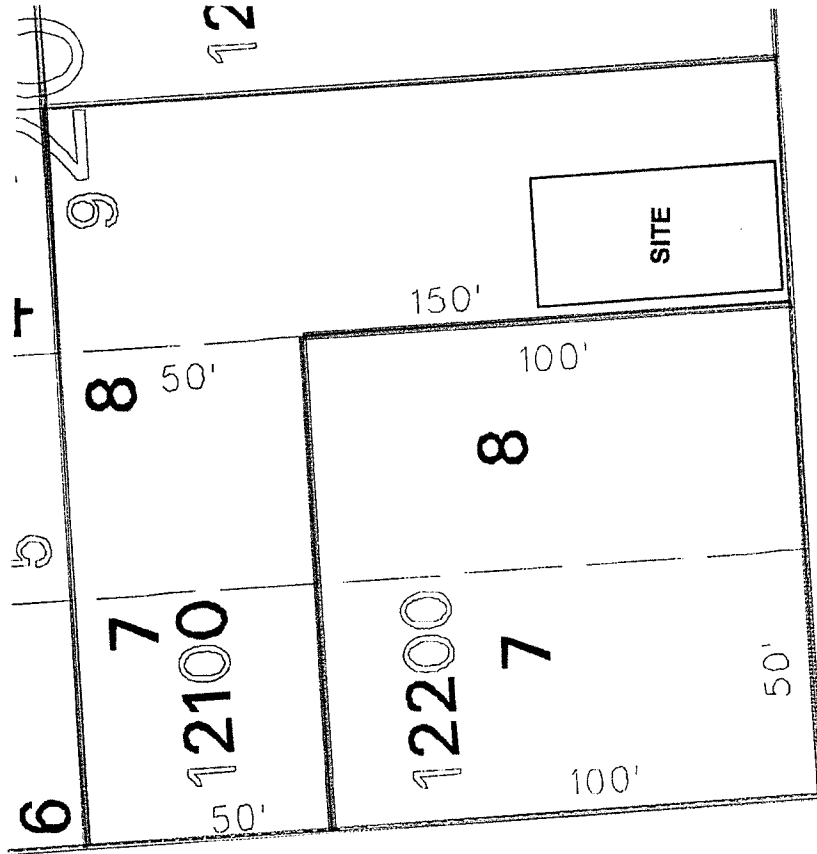
SIGNIFICANT CHANGES:

- BUILDING LOCATION SHIFTS EAST BY A ONE FOOT FOUR INCHES TO MEET 36 INCH CODE MINIMUM
- A RIDGECAP IS ADDED TO THE ROOF AND THE CEDAR SHINGLES WILL BE RESTORED.
- WEST ELEVATION: HEDGES GET TRIMMED AND A WINDOW IS ADDED
- SOUTH ELEVATION: EVERYTHING IS RESTORED OR REBUILT ON THE SOUTH ELEVATION INCLUDING THE ORIGINAL WINDOW AT THE EAVES.
- EAST ELEVATION: EVERYTHING IS RESTORED EXCEPT THE WOOD FURNACE DOOR AND CHIMNEY.
- NORTH ELEVATION: THE WINDOWS ARE REPLACED AND ENLARGED WHILE STILL MATCHING CHARACTER AND THE DOOR IS CENTERED.

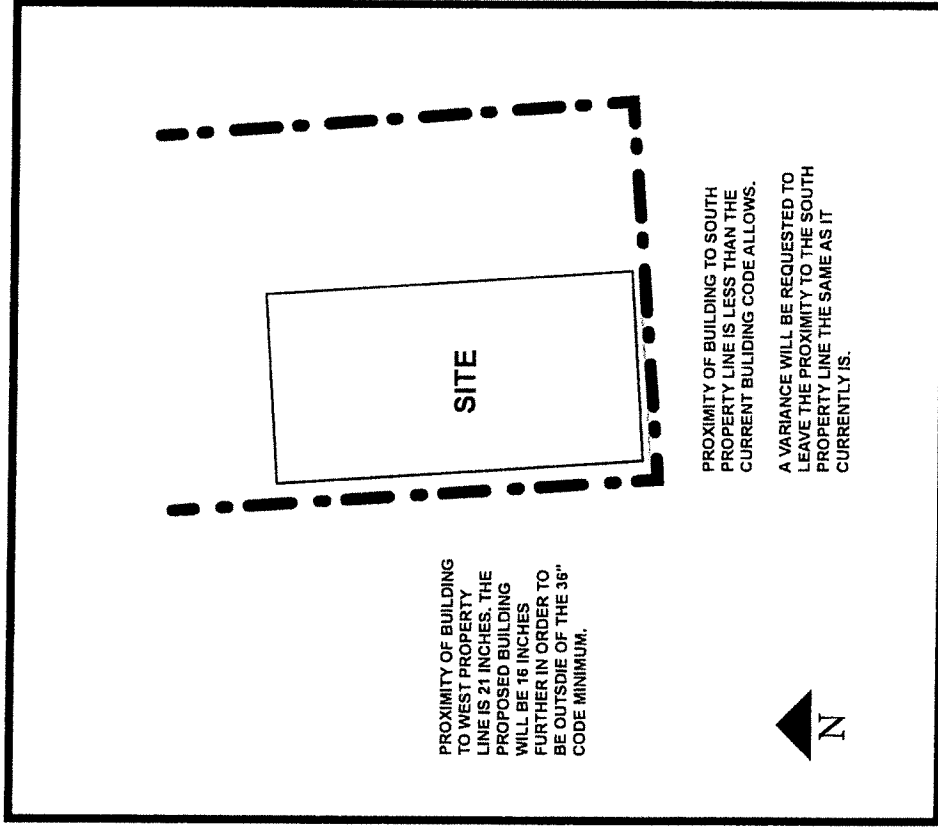
VCA

1440 IRVING AVE. OUTBUILDING | COVER
HISTORIC REVIEW SUBMITTAL





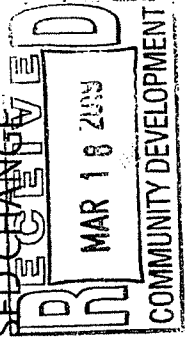
PROPOSED SITE CHANGES



VCA

1440 IRVING AVE. OUTBUILDING | HISTORIC REVIEW SUBMITTAL

SITE PLAN & PROPOSED CHANGES



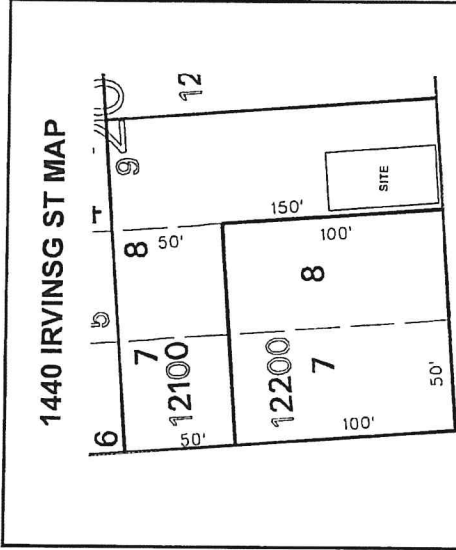
ST. MARY STAR OF THE SEA OWNED
THE MAJORITY OF THIS BLOCK. A
PRIEST LIVED IN THE MAIN HOUSE
& OUTBUILDING THAT WAS EVEN-
TUALLY SOLD TO THE JANCHARS

**OWNERSHIP MAP
PRIOR TO 2014**



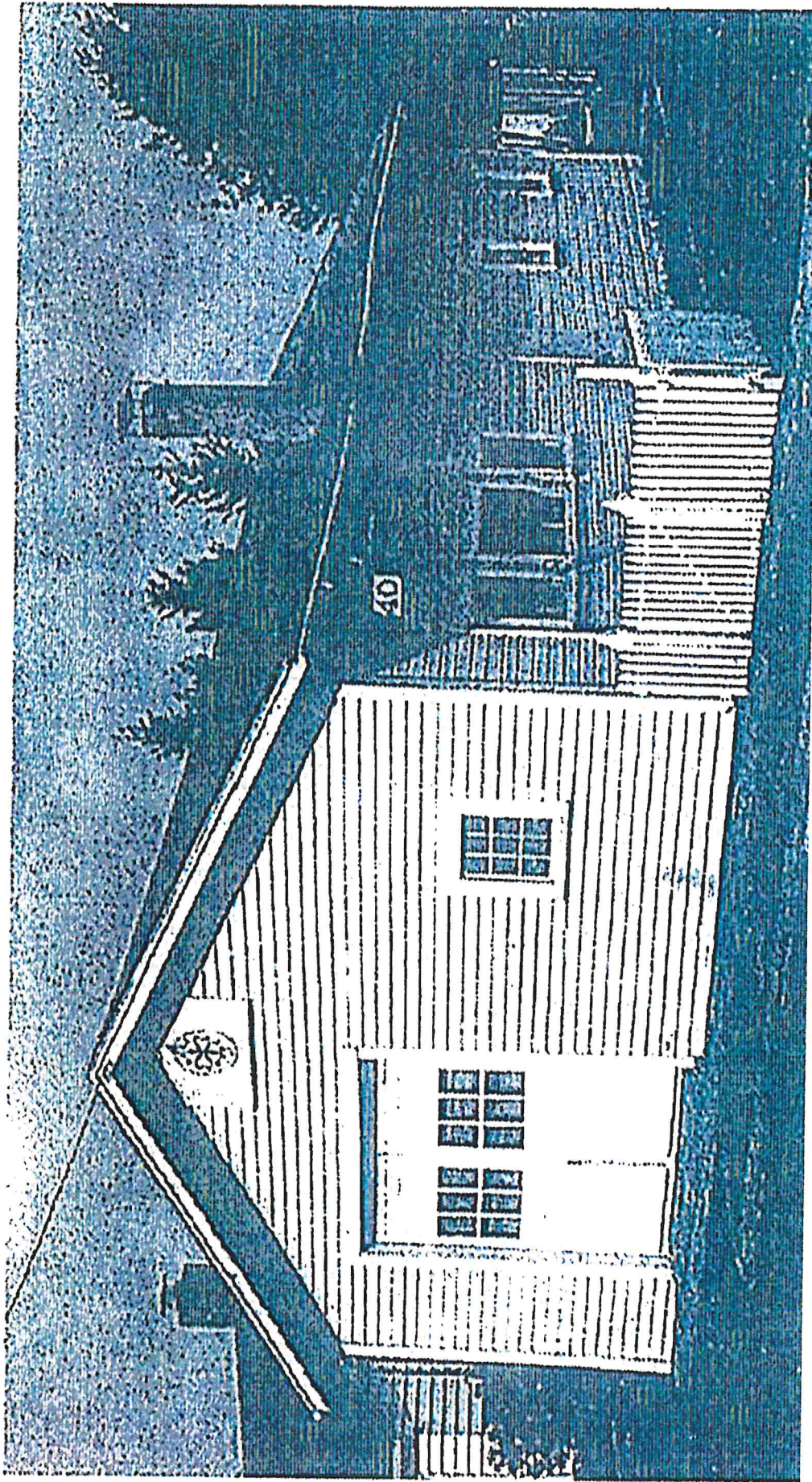
THE JANCHARS PURCHASED THE MAIN HOUSE AND OUTBUILDING FROM ST. MARY STAR OF THE SEA IN 2014. THE JANCHARS HAVE SPENT THE LAST FEW YEARS TRYING TO RESTORE THE MAIN HOUSE. IN 2018 THEY HAD THE CAPITAL TO TACKLE RESTORING THE HISTORIC OUTBUILDING / GARAGE.

**OWNERSHIP MAP
AFTER TO 2014**



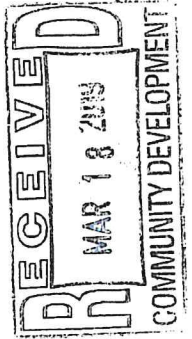
TIMELINE OF OWNERSHIP

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MAR 18 2005
COMMUNITY DEVELOPMENT



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1440 IRVING AVE. OUTBUILDING | HISTORIC PHOTOGRAPH
HISTORIC REVIEW SUBMITTAL





NORTH



EAST



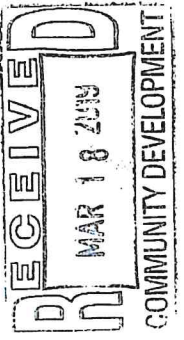
SOUTH



WEST

VCA

1440 IRVING AVE. OUTBUILDING | EXISTING ELEVATION IMAGES
HISTORIC REVIEW SUBMITTAL



HALF-ROUND WOOD GUTTER

76" x 34" WINDOW C

WOOD TRIM AT CORNERS

32" x 78" DOOR A

DECORATIVE LAMP C

41" x 34" WINDOW D

41" x 34" WINDOW E

DECORATIVE LAMP A

28" x 34" WINDOW A

54" x 34" WINDOW B

FORMER CHIMNEY

BOARDED UP OPENING (FORMER DOOR FOR BRINGING IN WOOD)

ASPHALT SHINGLE ROOF (PREVIOUSLY CEDAR SHINGLE ROOF OVER SKIP SHEATHING)

DECORATIVE LAMP B

28" x 34" WINDOW A

28" x 34" LAP SIDING

DECORATIVE PAINTED WOOD BOARD (WHERE WINDOW ONCE WAS)

102" x 122" DOORS 37" x 33" DIVIDED LITES B

28" x 34" WINDOW A

DECORATIVE LAMP WITH METAL ADDRESS

WEST EAST

54" x 34" WINDOW F

*WEST ELEVATION IS CURRENTLY IMPOSSIBLE TO SEE DUE TO AN OVERGROWN LAUREL HEDGE, SO THE IMAGE ABOVE IS FROM A GOOGLE STREET VIEW FROM 2007. A CURRENT PHOTO OF THE WEST ELEVATION CAN BE SEEN ON PREVIOUSLY IN THIS DOCUMENT.

A CONVERSATION TO REDUCE THE SIZE OF THE HEDGE HAS BEGUN WITH THE WEST NEIGHBORS.

RECEIVED
MAR 18 2019
COMMUNITY DEVELOPMENT

6

VCA

1440 IRVING AVE. OUTBUILDING | ELEVATIONS - FEATURES

HISTORIC REVIEW SUBMITTAL

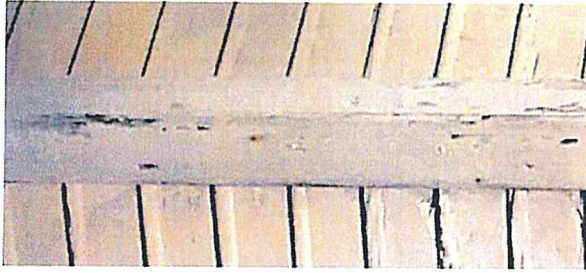
THE GOAL IS TO SALVAGE AS MUCH MATERIAL AS POSSIBLE AND TO RETAIN THE HISTORICAL CHARACTER. MUCH OF THE BUILDING IS AFFECTED BY ROT AND POWDER POST.

EXISTING SIDING AND STRUCTURE WILL BE REMOVED, KILN DRIED AND RESTORED IF POSSIBLE.

ANY NEW SIDING WILL BE MILLED TO MATCH EXISTING SIDING.

THE FLOOR JOISTS WILL BE REPURPOSED INSIDE THE BUILDING. THE PROPOSED BUILDING WILL HAVE A POURED FOUNDATION.

WOOD TRIM AT CORNERS



LAP SIDING



EXISTING WOOD FLOOR JOISTS RESTING ON WOOD FRAME AND BRICKS



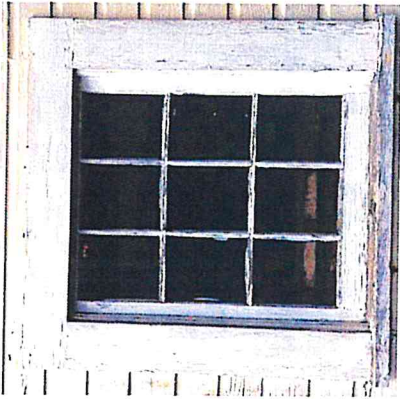
VCA

1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

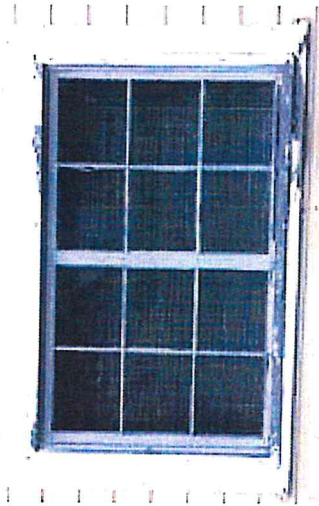
FEATURES - FOUNDATION AND SIDING
RECEIVED
MAR 18 2019
COMMUNITY DEVELOPMENT

54" x 34"
WINDOW
F

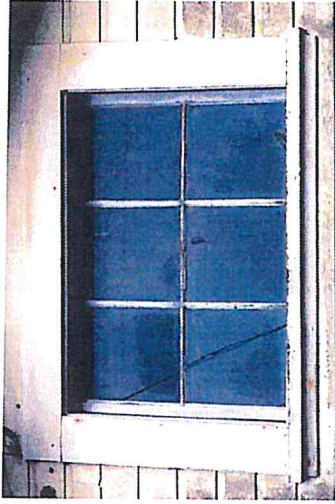
NOT CURRENTLY
VISIBLE



28" x 34"
WINDOW
A



54" x 34"
WINDOW
B



41" x 34"
WINDOW
D

WINDOWS: A, B, E, F WILL BE
RESTORED OR RECREATED TO
MATCH EXSITING CHARATER.

WINDOW C & D WILL MATCH
EXISTING STYLE, BUT BE
BUILT TO PROPOSED DESIGN
SIZES. SEE PROPOSED NORTH
ELEVATION.

76" x 34"
WINDOW
C



41" x 34"
WINDOW
E



VCA

1440 IRVING AVE. OUTBUILDING | FEATURES - WINDOWS
HISTORIC REVIEW SUBMITTAL

8
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MAR 18 2019
COMMUNITY DEVELOPMENT



DECORATIVE LAMP
WITH HANGING
METAL ADDRESS
A



DECORATIVE LAMP
B



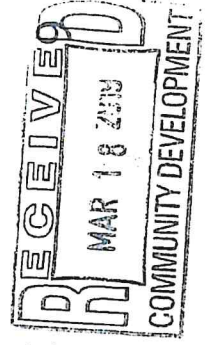
DECORATIVE LAMP
C

ALL LAMPS WILL BE RESTORED
AND REPLACED TO THEIR
ORIGINAL LOCATIONS

VCA

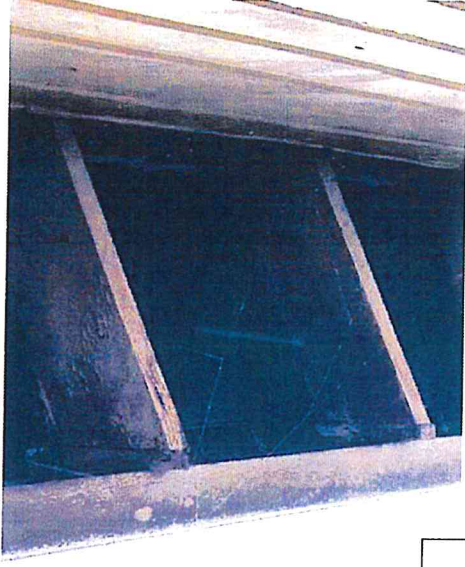
1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

FEATURES - LAMPS AND SIGNAGE



GUTTER WILL BE CUSTOM BUILT METAL REPLACEMENT TO MATCH EXISTING SIZE AESTHETIC. THE PROPOSED DESIGN WILL RETAIN THE EXPOSED RAFTER TAILS AND SKIP SHEATHING. THE ROOF WILL BE CEDAR SHINGLES. A COPPER RIDGECAP WILL BE ADDED TO MATCH OTHER HISTORIC ASTORIA HOMES IN THE AREA.

EXPOSED RAFTER TAILS



HALF-ROUND WOOD GUTTER



SKIP SHEATHING



VCA

1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

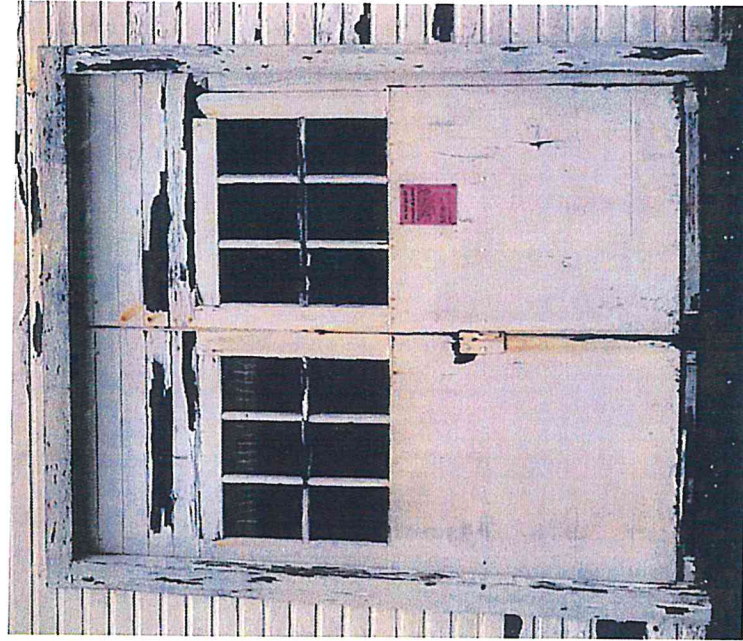
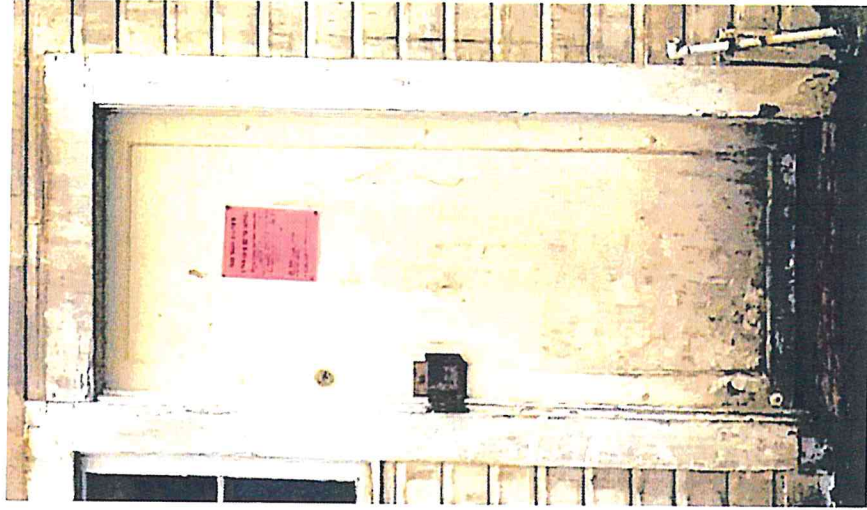
FEATURES - ROOF AND ROOF CONDITIONS



SOUTH DOUBLE SWING DOORS
'B' WILL BE BUILT TO REFLECT
ORIGINAL DOORS.

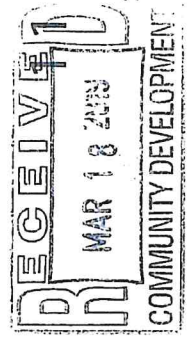
NORTH SWING DOOR 'A' WILL
MATCH EXISTING DOOR STYLE.
DOOR 'A' WILL BE LOCATED
CENTRALLY UNDER THE EAVE
WINDOW. SEE PROPOSED
NORTH ELEVATION.

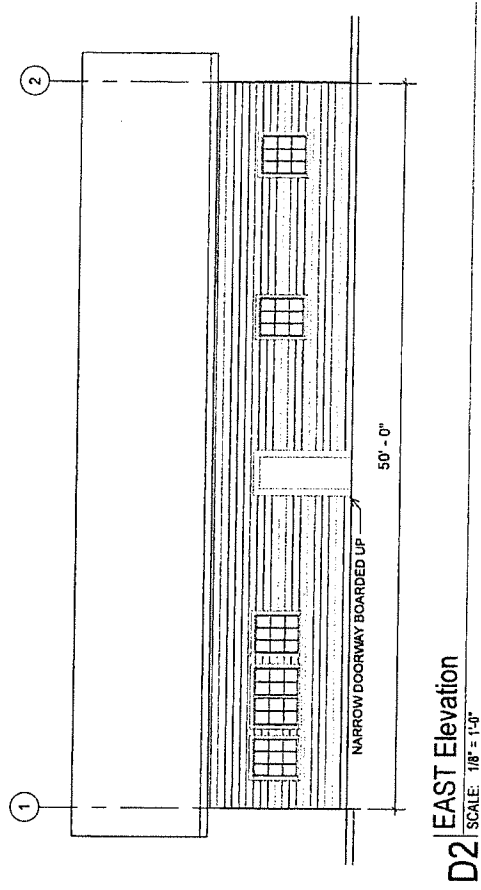
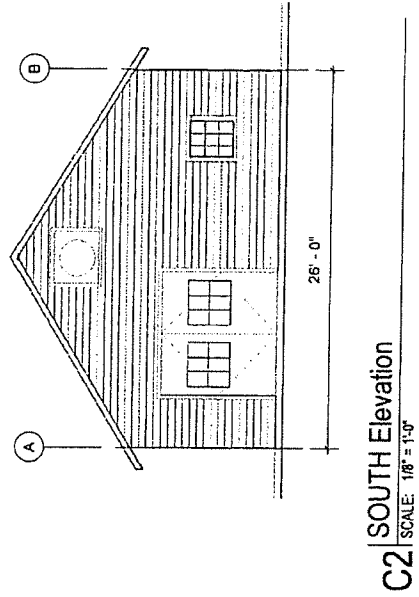
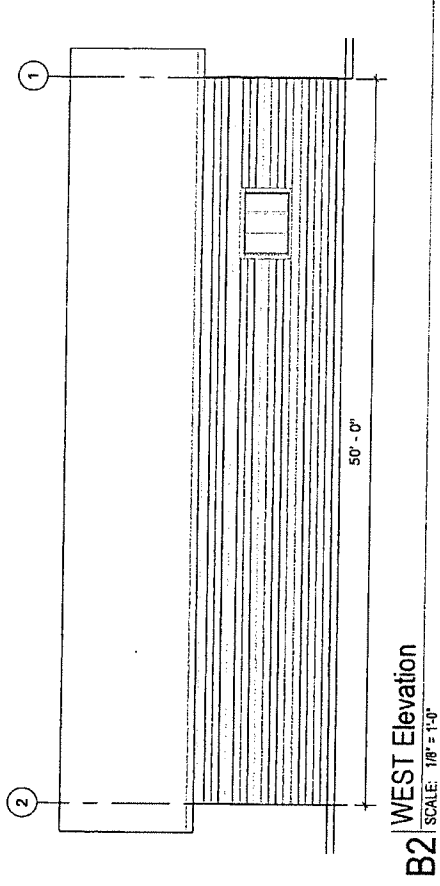
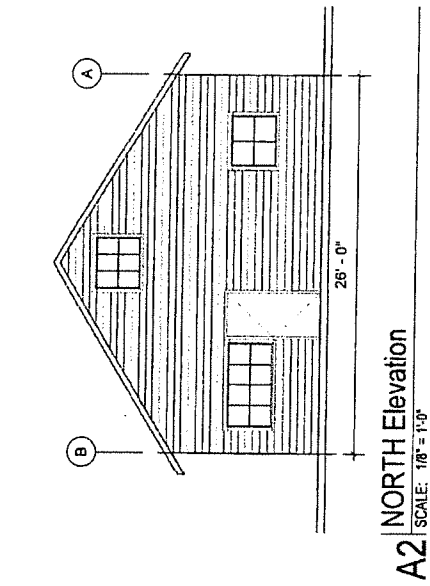
32" x 78"
DOOR
A



VCA

1440 IRVING AVE. OUTBUILDING | FEATURES - DOORS
HISTORIC REVIEW SUBMITTAL

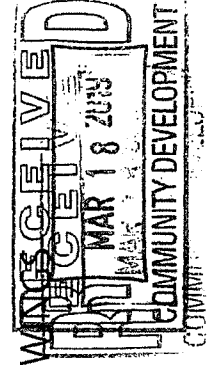


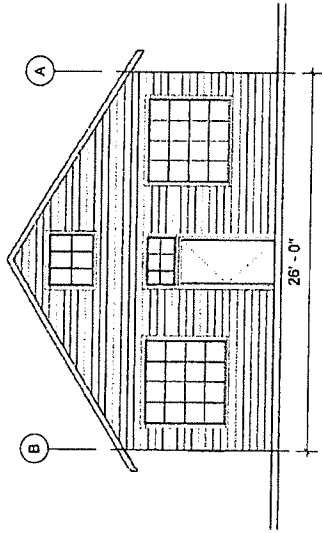


VCA

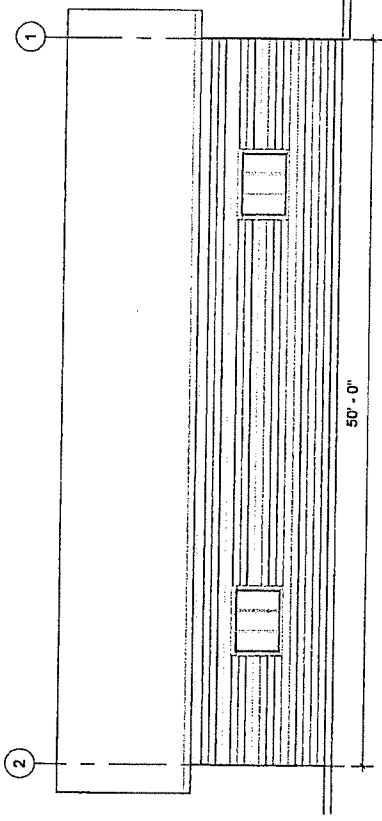
1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

EXISTING ELEVATION DRAWINGS

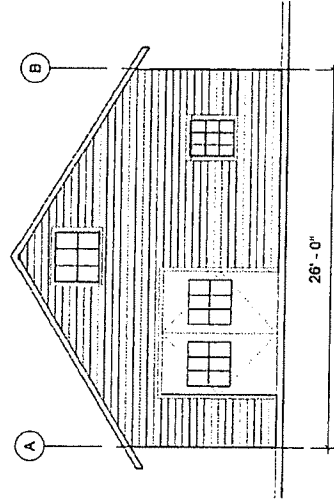




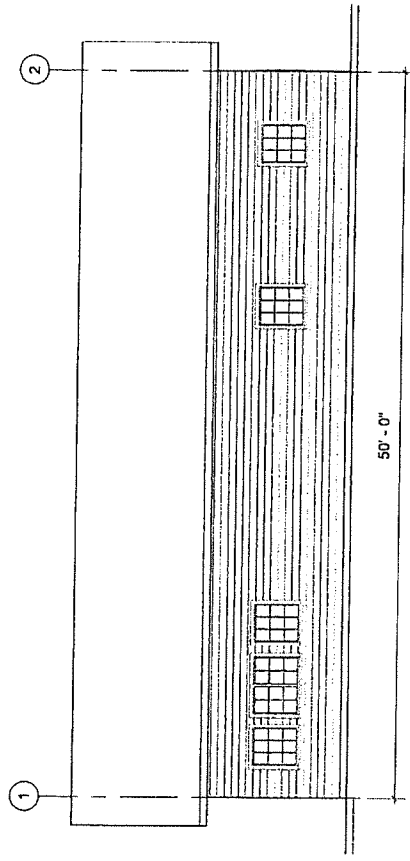
A2 | NORTH Elevation
SCALE: 1/8" = 1'-0"



B2 | WEST Elevation
SCALE: 1/8" = 1'-0"



C2 | SOUTH Elevation
SCALE: 1/8" = 1'-0"

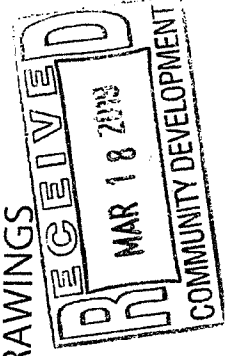


D2 | EAST Elevation
SCALE: 1/8" = 1'-0"

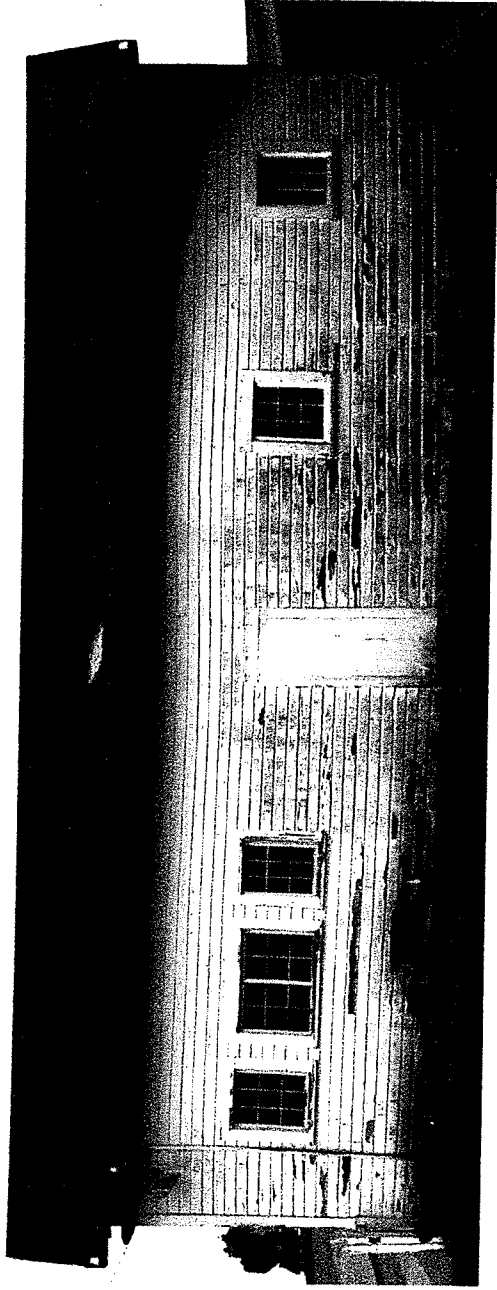
VCA

1440 IRVING AVE. OUTBUILDING | PROPOSED ELEVATION DRAWINGS
HISTORIC REVIEW SUBMITTAL

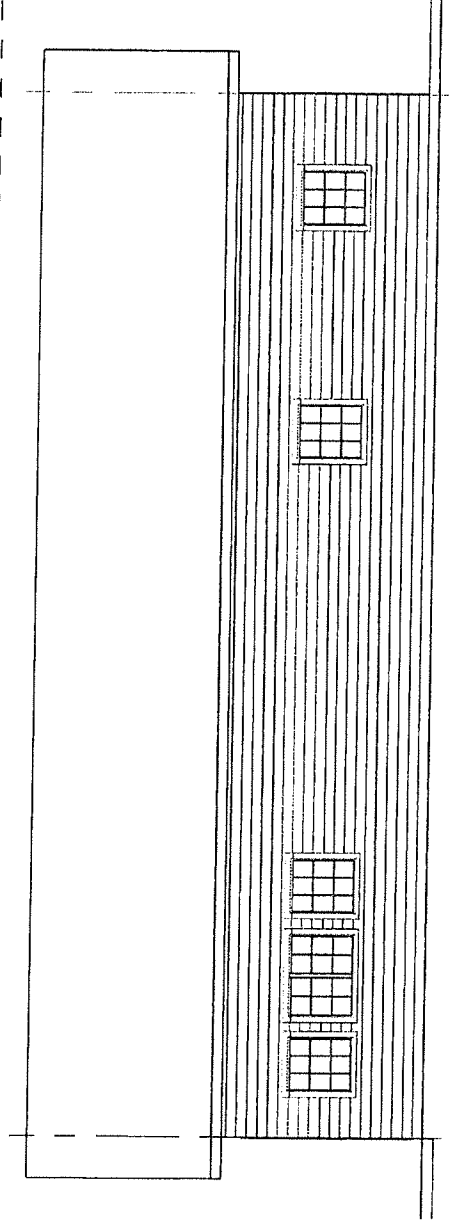
13



EXISTING

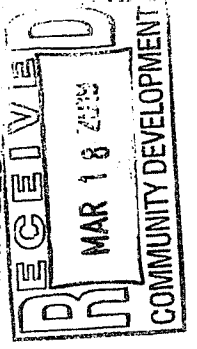


PROPOSED



VCA
COMMUNITY DEVELOPMENT

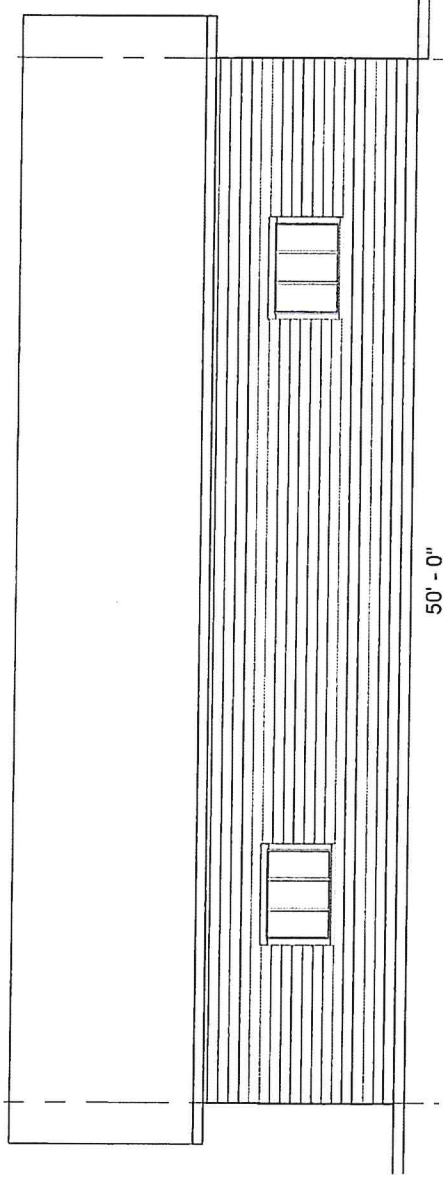
1440 IRVING AVE. OUTBUILDING | PROPOSED EAST ELEVATION CHANGES
HISTORIC REVIEW SUBMITTAL



EXISTING



PROPOSED



VCA

1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

PROPOSED WEST ELEVATION

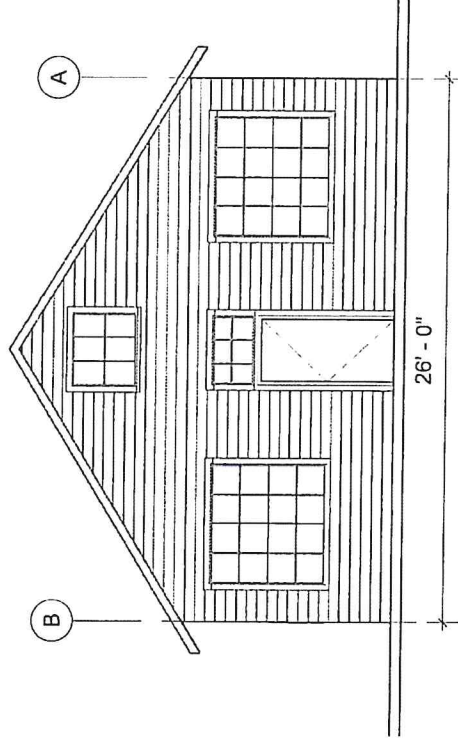
CHANGED V 15
MAR 1 1991

COMMUNITY DEVELOPMENT

EXISTING



PROPOSED



VCA

1440 IRVING AVE. OUTBUILDING
HISTORIC REVIEW SUBMITTAL

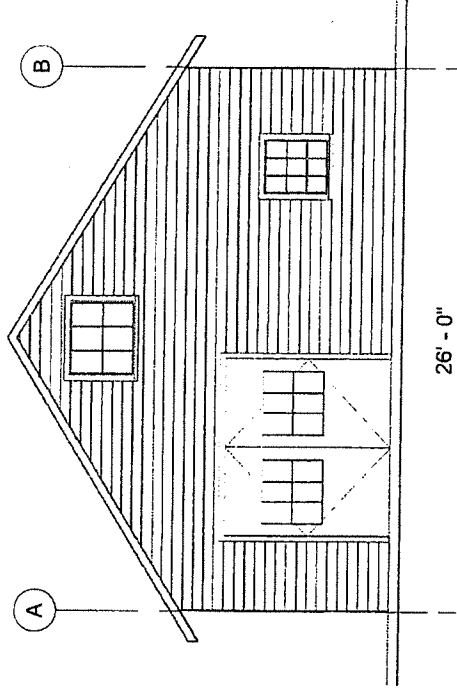
PROPOSED NORTH ELEVATION CHANGES 16



EXISTING



PROPOSED

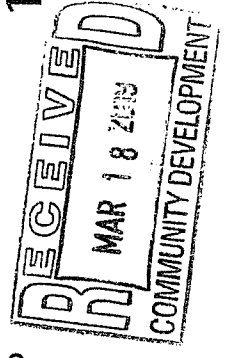


VCA

1440 IRVING AVE. OUTBUILDING
HISTORIC REVIEW SUBMITTAL

SOUTH ELEVATION CHANGES

17



Instructions sent to Architect

2-13-19 after

Phone call

Nancy Ferber

From: Nancy Ferber
Sent: Wednesday, February 13, 2019 12:39 PM
To: 'Kai Pannu'
Subject: FW: 1140 Irving Planning Review
Attachments: 2017DEMOLITION.doc; 2017NEW CONSTRUCTION.doc

re: plans
materials
needed for
HLC

From: Nancy Ferber
Sent: Wednesday, January 16, 2019 2:08 PM
To: Brett Estes <bestes@astoria.or.us>; Kris Haefker <haefker@gmail.com>
Cc: Don Vallaster <donv@vcarch.com>; TIMOTHY JANCHAR <timjanchar@mac.com>
Subject: RE: 1140 Irving Planning Review

Hi all,
To follow up from the conversation this morning there are a couple action items and options to move forward.
To sum up:

Because this project involves significant need to "disassemble" the existing structure, it's proven tricky to process the request without looking at it as a demolition. So, the best way to move forward for rebuilding the structure as is, is going to look very similar to the first go around: a demo request and concurrent New Construction request, both of which get reviewed by HLC.

There are a couple nuances to be aware of: for the demo request, please make sure to include as much documentation of the existing structure as possible-and/or a narrative about how documentation will occur prior to tearing down any of the site. This will be a recommended condition of approval to provide documentation, which is standard to any demo request.

Along with the demo request, please submit the New Construction form (forms are attached) and updated plans for New Construction. HLC pushed back on the last proposal because the new design was similar, but there were changes to the characteristic of the site so they didn't want to sign off on it as a rebuild.

To avoid that issue again, I recommend compiling the info you've already submitted about what steps you will take at the site, what order, and info about all the materials proposed-and how they will match the existing building. It's good to include narrative about the possibility of salvaging materials too, noting that it sounds like it will depend on the how deteriorated the pieces are.

With this documentation for New Construction, if you do propose any changes to the existing look of the structure, those will need to be pulled out and explained. This would include any skylight proposals and any changes to windows.

The demo and NC permits cover the Historic Review of the site. The location of the garage is what we call "existing non-conforming" meaning it's fine as is, but as soon as you do major work at the site, the footprint has to come into compliance with zoning requirements. To keep the existing footprint right at the property line, which is a pretty important defining feature here are 2 options:

1. Keep the north wall of the site intact, and the Community Development Director can approve the rebuild at the existing location (at the sidewalk line). However, if that wall needs to be removed, it would trigger additional review.

Or

2. If it's not possible to keep that north wall, submit for a variance to Planning Commission from the required setbacks. Although it's ultimately up to Planning Commission to approve, I would venture to guess they would be more supportive of a variance if the proposed design had an HLC sign off already. So should you have to go for a variance, I'd recommend buttoning up the HLC approval first.

I'm happy to answer any questions, I know the permitting process can be tricky to navigate but it sounds like there are some good ideas and the general goal is to restore that great garage!

Best,
Nancy

From: Brett Estes
Sent: Tuesday, January 15, 2019 2:45 PM
To: Kris Haefker <haefker@gmail.com>; Nancy Ferber <nferber@astoria.or.us>
Cc: Don Vallaster <donv@vcarch.com>; TIMOTHY JANCHAR <timjanchar@mac.com>
Subject: RE: 1140 Irving Planning Review

Kris,

While this is not a complicated building, how deals with Development Code provisions is complicated. I have expressed to Nancy that if at any point in time the building will be disassembled completely, this necessitates a demolition permit from HLC. I do feel a meeting is in order to flesh out further. The information below is definitely helpful but some questions still remain. The focus of the discussion will be dealing with what portions of the building will be remaining at these various steps. What is your schedule like between 3:30 and 5? We should be able to do this at City Hall.

Thanks!
Brett

From: Kris Haefker [<mailto:haefker@gmail.com>]
Sent: Sunday, January 13, 2019 9:26 PM
To: Nancy Ferber <nferber@astoria.or.us>
Cc: Don Vallaster <donv@vcarch.com>; Brett Estes <bestes@astoria.or.us>; TIMOTHY JANCHAR <timjanchar@mac.com>
Subject: Re: 1140 Irving Planning Review

Hello Nance and Brett.

Please note that this is NOT a complicated building . IT is only a single skinned garage! I'm not sure how much detail I can provide on a building with minimal detail.

I can meet at the building location early this week if that helps.

On Jan 11, 2019, at 4:20 PM, Nancy Ferber <nferber@astoria.or.us> wrote:

Hi Kris,

Because this is a unique proposal to disassemble and repair a historic structure, I need some additional information to be able to sign off on the building permit.

Do you need to know fastening patterns, fastening materials, etc?

I know you'd like to keep it out of HLC as a demolition request, but I don't have enough information to do so at this point.

Please let me know what other information you need if the items listed below aren't enough. If you require HLC again, I don't think the client should have to pay an additional fee. Maybe this could be listed as a continuance.

I have the "scope of work" document from 10/23 and the "schedule process" from 11/26. To be able to sign off on the work with a certificate of appropriateness, or determine repair work is exempt from review, we need to know each step of the process of work you intend to do at the site.

Will foundation work be first?

Does the foundation need to be first? For repairs, you usually start from the top and work down.

The plan was not to lift the building. It will be very difficult to do since the walls are in such poor shape. It will also add a huge cost to the job. That would be total waste! The plan is to remove, repair, and replace damaged components of the building starting from the top, working our way down, and then building back up again..

A drawing will be provided to list the locations and dimensions of the existing windows and doors.

The main alteration to this building will be the concrete foundation (monopour slab) and floor instead of the wooden floor system sitting on dirt and rubble.

Step 1:

- Remove and dispose of all existing roofing material. There are several roofing layers. The bottom layer is composed of cedar shingles.

- Remove all skip sheathing (1x4) and dispose of it. Its very difficult to reuse skip sheathing since its littered with nails and is usually a lower quality wood that is difficult to remove.

- Rebuild roof system with new rafters and skip sheathing after the steps listed below are completed.

Step 2:

- Remove the siding (1x6 stock). Inspect, sort, and store all reusable material. Have new stock processed to match the existing. A special knife might need to be fabricated to match the wood profile. All material will be mixed grain Douglas Fir or Western Red Cedar.

Step 3:

- Remove window units. Probably fabricated new frames for the existing sash. Sash will be restored or replicated. A new sash weight system might be installed to counter balance the sash. The existing sash do not have weights and used a "pin system" to hold them open.

Step 4:

-Remove the structure's 2x4 frame. Most of the structure's frame is in very poor condition. As per some HLC members input at the last meeting, we would reframe the walls using 2x6. All original material would be inspected, sorted, and stored. Salvaged material can get woven back into the project.

Step 5:

-Remove flooring. The existing floor is composed of 2x stock of various lengths and widths. All original material would be inspected, sorted, and stored. Usable material can get woven back into the project.

Step 5:

-Remove misc. 4x floor joists. These are interesting sticks of wood. They appear to be salvaged material. The edges are eased and have numerous fastening holes. The material was probably from an old boat yard. This stock, if in good condition, might be repurposed for the interior buildout. Please note, Most of the floor and substructure has bug damage.

Step 6:

-Prep and pour concrete slab. Have Pre-inspection for steel, plumbing, etc.

Step 7:

-Frame walls and sheath with plywood. Install a vapor barrier using staples.

Step 9:

-Frame roof structure and install 1x4 skip sheathing.

Step 10:

-Install Cedar shingle roof system using galvanized shingle nails. Cedar shingles were the original roofing material. Add a metal ridge cap. Replace the wooden gutters with metal ones matching existing wood profile (1/4 round profile).

Step 11:

-Window and Door installation. Install doors and windows in same opening locations. Western red cedar or Douglas Fir would be the material. Hardware finish to be galvanized or oil rubbed bronze. Might add low profile deck mounted skylights on the roof for additional light. The West wall has NO windows!

Step 12:

-Siding and trim to match original and manufactured with Douglas Fir and or Western Red Cedar. Please refer to the drawing.

Step 13:

-Interior build out. Not part of historic review conversation.

Step 14:

-Depending upon condition of light fixtures, restore and rehang existing light fixtures. Otherwise, replace fixtures with something similar in style.

Please let me know what additional info you might need.

Thanks,

Kris

Are you lifting the building while installing foundation etc. As many details as possible in order of when the repairs will be done, and in what order will be helpful. I understand some of the work may need to be altered depending what you find as you tear off pieces of siding etc. I can add conditions of approval for different stages, but can't sign off on a permit yet without having additional information for the steps yet and materials proposed.

Feel free to reach out if you have questions, thanks for your patience as I get caught up on some projects.

Nancy

Nancy Ferber, AICP
City Planner

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA**

**CITY OF ASTORIA
NOTICE OF PUBLIC HEARING**

Mail	4-29-19
Email	4-29-19
Web	4-29-19
Pub	5-14-19

The City of Astoria Historic Landmarks Commission will hold a public hearing on Tuesday, May 21, 2019 at 5:15 p.m., in the City Hall Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

- 1) New Construction Request (NC19-02) by Rickenbach Construction, on behalf of the Columbia River Maritime Museum, to locate an outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2050 Marine Drive (Map T8N R9W Section 8DA WM, Tax Lot 700, Block 129) in the HR (Hospitality/Recreation) Zone. The site is adjacent to the historic Railroad Depot building at 2042 Marine Dr. Development Code Sections 2.966 to 2.972, Articles 9 (Administrative Procedures), and Article 14 (Civic Overlay and Gateway Overlay), and Comprehensive Plan Sections CP.015, CP.057 and CP.058 and CP 240 to 255 are applicable to the request.
- 2) Miscellaneous Review request (MR19-02) by Ron Neva to paint a series of wall graphics on the columns associated with the east-facing elevation of an existing commercial building at 1335 Marine Drive (Map T8N R9W Section 8CA WM, Tax Lot 2400; Lot 4, Block 57) in the C-4 (Central Commercial) Zone. The site is adjacent to the historic Gimre-Svenson building at 229-239 14th Street and is located in the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 3) Miscellaneous Review Request (MR19-03) by the Astoria Downtown Historic District Association to commission and install professionally painted murals on the walls of buildings on the 13th Street Alley between Duane and Commercial Streets. The murals would be between two commercial buildings, 1295 Commercial Street and 1319 Commercial Street, and 1296 Duane Street and 1310 Duane Street; between lots 3,4,5; between blocks 62 and 136, McClures-Shivley subdivision; Map T8N R9W, Section 8CA, between tax lots 6000/6001 and 6900; C-4 (Central Commercial) Zone. This site is located within the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 4) **Demolition Request (DM19-01)** by Tim Janchar to demolish an existing garage at 1440 Irving Avenue (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The garage structure is designated as historic in the Shivley-McClure National Register Historic District and is associated with the single-family dwelling at 828 14th Street. Development Code Standards 2.150 to 2.185, Articles 6 & 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.
- 5) New Construction request (NC19-01) by Tim Janchar to reconstruct the existing garage at 1440 Irving Avenue associated with a single-family dwelling at 828 14th Street ((Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The site is adjacent to structures designated as historic in the Shivley-McClure National Register Historic District. Development Code standards 2.150 to 2.185, Article 6 (historic Preservation) & Article 9 (Administrative Procedures), and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.

STAFF REPORT AND FINDINGS OF FACT

May 14, 2019

TO: CITY OF ASTORIA, HISTORIC LANDMARKS COMMISSION

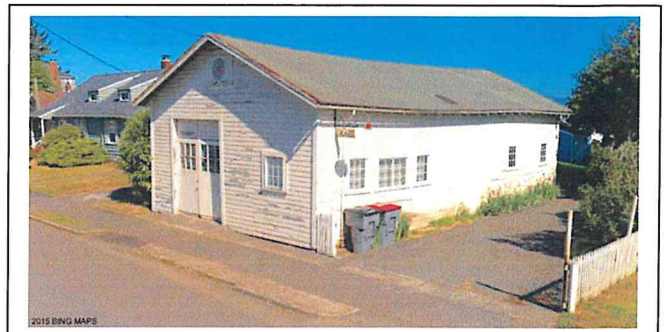
FROM: ROBIN SCHOLETZKY, AICP, CONTRACT PLANNER

THROUGH: BRETT ESTES, CITY MANAGER

SUBJECT: NEW CONSTRUCTION REQUEST (NC19-01) TO RECONSTRUCT AN EXISTING DETACHED ACCESSORY STRUCTURE AT 1440 IRVING FOR AN EXISTING SINGLE-FAMILY DWELLING AT 828 14TH STREET

I. BACKGROUND SUMMARY

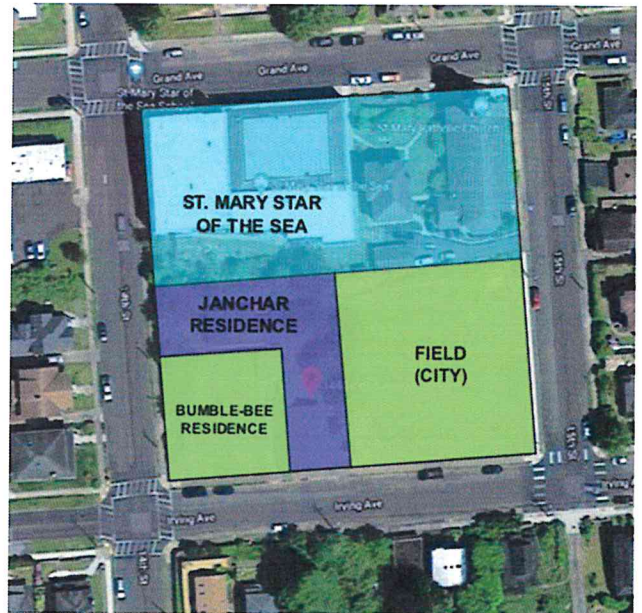
- A. Applicant: Tim Janchar
828 14th Street
Astoria OR 97103
- B. Owner: Timothy Janchar
300 NW 8th Ave # 401
Portland OR 97209
- C. Location: 1440 Irving Avenue (accessory structure) for 828 14th Street (dwelling) (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shively)
- D. Classification: Secondary contributing historic structure in Shively-McClure National Register Historic District
- E. Dwelling: Historic Non-Contributing structure in Shively-McClure National Register Historic District
- F. Proposal: To reconstruct a detached accessory structure adjacent to the existing single-family dwelling.
- G. Associated Application: Demolition Request (DM19-01) to demolish and rebuild an existing detached garage. This request will be considered by the HLC at the same meeting as the New Construction request.



II. BACKGROUND

The subject property currently has a single-family dwelling with detached garage/outbuilding on a 12,500 square foot lot. The house was built c. 1890 and the garage was built c. 1930.

The existing garage was constructed to house multiple vehicles for the neighborhood. In 2002, when the National Register District nomination was being prepared, the structure was in fair condition (as viewed from the outside) and was not obviously in use as a garage. It is located fronting on Irving Avenue on an "L" shaped lot and associated with the single-family dwelling, which fronts on 14th Street. Note: Although it faces a street frontage, this is considered a side setback, because of the L configuration of the lot. Due to multiple alterations, the dwelling was not designated as historic.



The existing garage is a Vernacular, wood frame structure with concrete foundation, side facing gable drop siding, exposed rafter ends, corner boards, and 3, 6, & 9-lite fixed wood windows.

III. PUBLIC REVIEW AND COMMENT

A public notice was mailed to all property owners within 200 feet pursuant to Section 9.020 on April 29, 2019. A notice of public hearing was published in the *Astorian* on May 14, 2019. A notice of public hearing was posted onsite on April 29, 2019.

Based on comments received by the City prior to the review period, a courtesy notice was provided to the Lower Columbia Preservation Society.

Any comments received will be made available at the Historic Landmarks Commission meeting.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

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

Finding: The proposed structure would be adjacent to structures listed as historic in the Shively-McClure National Register Historic District and requires review.

1. 1411 Grand, Secondary,
c. 1924
Classical Revival
Not visible from the site



2. 813 14th Street, Primary
c. 1900,
Queen Anne
Not visible from the site



3. 849 14th Street, Secondary
c. 1917
Craftsman
Not visible from the site



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

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

Finding: The proposed structure would be nearly exact on all facades to the existing historic structure that is being considered under DM18-01 for demolition. A condition of approval for the demolition requires that the new structure be constructed as proposed with this application.

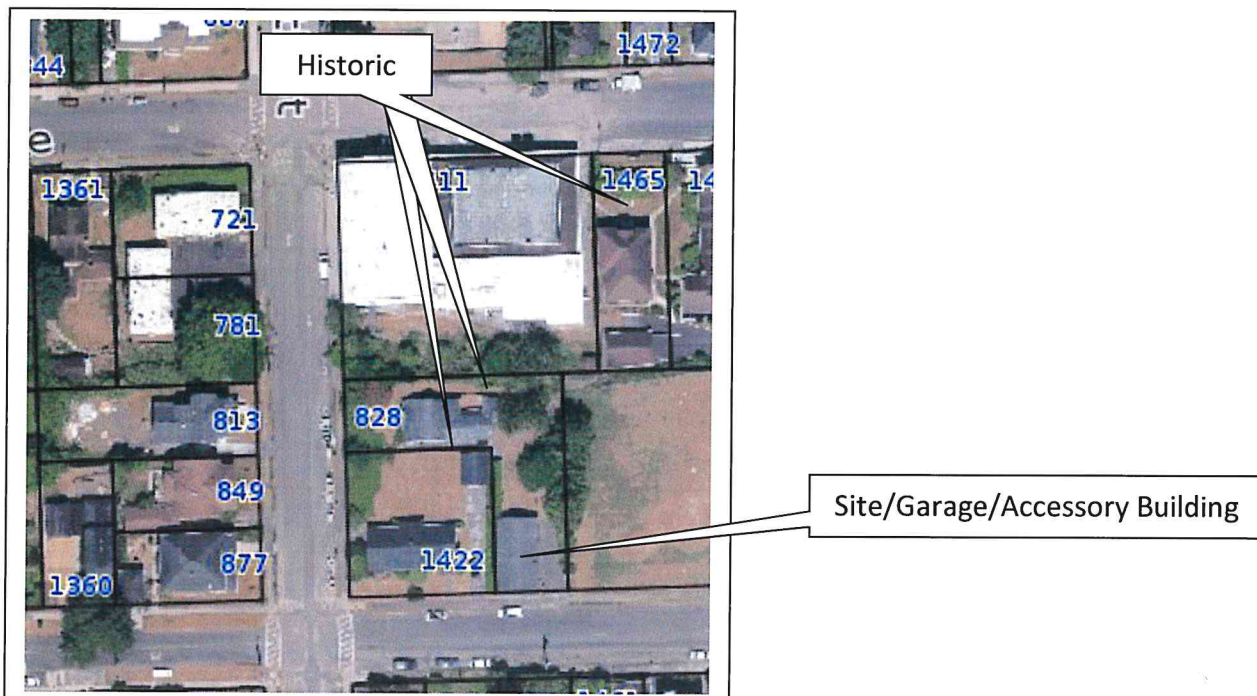
The historic structure at 1411 Grand Avenue is the former Star of the Sea Catholic School which is a Classical Revival structure, three stories

tall, and encompasses approximately 1/4 of the City block. It abuts the rear of the subject lot and faces the street to the north. It is a reinforce concrete masonry building and is not compatible with any of the other historic residential structures in the area. To construct a replacement structure on the residential lot that would be compatible with this building would not be appropriate.

The historic dwelling at 813 14th Street faces the dwelling associated with the former garage being demolished. Since the lot is "L" shaped and faces two connecting streets, this historic property is not visible from the area where the accessory structure is proposed to be constructed. The dwelling at 813 14th Street is a two-story Queen Anne design wood frame structure with drop siding, fish scale shingle, hip roof with front-facing gable end, belt course, wood 1/1 windows, and concrete foundation.

The historic dwelling at 849 14th Street faces the dwelling associated with the former garage being demolished. Since the lot is "L" shaped and faces two connecting streets, this historic property is not visible from the area where the accessory structure is proposed to be constructed. The dwelling at 849 14th Street is a 1.5 story Craftsman, wood frame structure with cross-gable roof, broad eaves, exposed rafter ends, belt course, knee braces, and 6/1 and 10/1 wood windows.

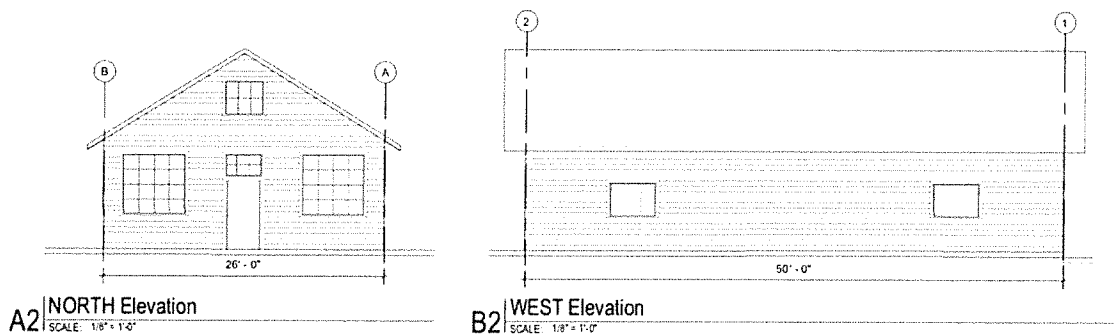
The single family dwelling on the site is a one-story Vernacular, wood frame structure and was not designated as historic due to the extensive alterations to the structure.

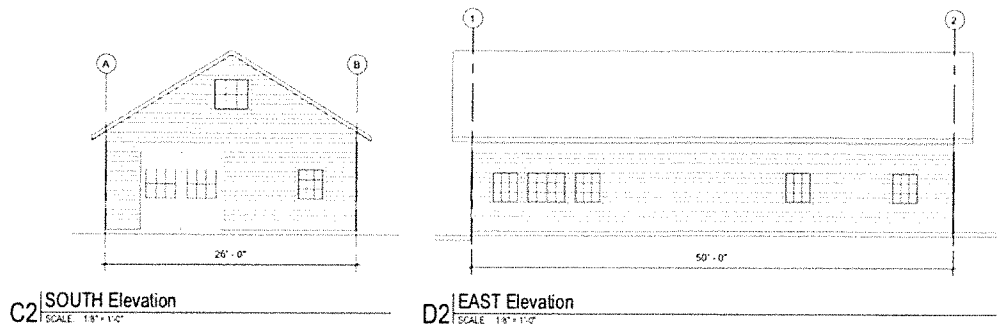


Proposed Construction:

- Siding: wood drop siding, corner boards
- Roof: street-facing gable, eave overhangs, cedar shingles and copper ridgecap
- Windows: 3,6 & 16 lite wood windows, plain casing, installed to historic depth
- Doors: Wood barn doors to be replaced (south elevation); single door on north elevation to be centered and replaced. Narrow doorway on east elevation to be removed.
- Accents: All lights to be restored and replaced to original locations-including hanging metal address; custom gutter to match existing aesthetic.

The proposed construction will closely match the existing historic structure and is considered as a reconstruction. The structure would be the same dimensions as the existing at 26' x 50' (1,300 sqft). The dimensions of the structural features would match or be very similar to those of the existing historic garage. The front (north elevation) gable end plywood panel would be replaced with a 9-lite wood window, an additional window added/enlarged and the door would be centered. Window/door configuration on the south elevation side would match the existing with a barn door and replacement windows. The west elevation would add a matching window and the east elevation would be replicated.





The new structure is proposed to be an accessory structure to the existing single-family dwelling and not used as a garage. However, the applicant has included the barn doors on the new structure to have it closely match the look of the existing historic garage.

As with all new construction adjacent to historic structures, any exposed, visible wood shall not have pressure treatment incision marks visible. Any construction features such as bolts shall be hidden behind a facial board and/or otherwise not visible (Condition 2). All wood shall be painted (Condition 3).

The windows shall be inset from the plane of the structure to a depth similar to the historic depth of the existing structure or a minimum of at least 2" not including the casing (Condition 1).



Existing window

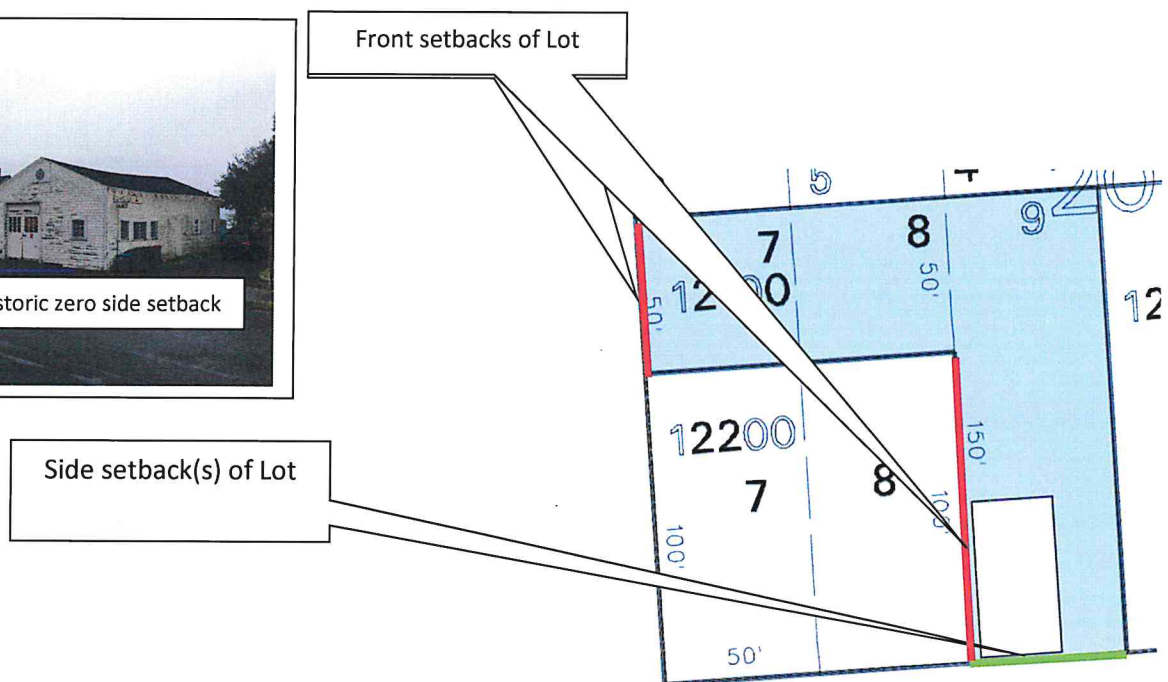
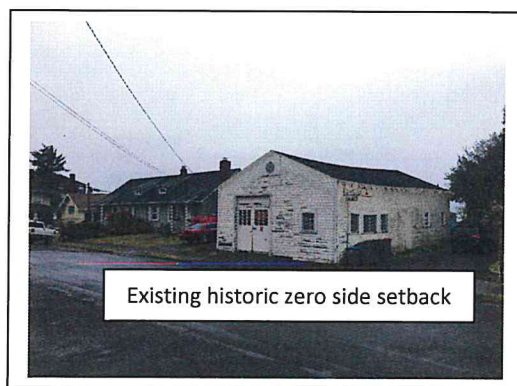
This proposed structure is nearly identical to the scale, design and materials represented by the existing historic garage. Elements to be reconstructed include details regarding lighting and gutters. Window and door type and location will be matched with few exceptions for symmetry and balance. Staff finds, therefore, the proposed structure is compatible in *"scale, style, height, architectural detail and materials."*

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

Finding: The site is developed with a single-family dwelling located on the west side of the "L" shaped, through-lot.

The existing historic garage is on the south side of the lot with no setback from the Irving Avenue property line.

The through-lot configuration has created two front setbacks. See diagram below. The R-3 Zone indicates a 20' front setback. The applicant proposes to maintain the existing 0' setback to reflect the historic nature of the structure. Staff interprets that this is a reconstruction/rehabilitation project and therefore, recommends maintaining this setback as an existing, non-conforming setback at zero. This is for the following reasons: This project is being reviewed as a demolition/reconstruction/rehabilitation and the siting of the new construction is being considered with the historical context of the existing structure's setbacks. Staff notes that to require the new structure to be located at the 20' setback off of Irving Avenue would reduce the historic appearance and compatibility being strived for with this historically accurate proposal. Although the applicant proposes adjusting the western (front) setback an additional 16", this distance is negligible and is the minimum amount needed in order to meet modern building codes and retain the existing windows on the west elevation.



The existing dwelling structure covers approximately 1,815 square feet of the 12,500 square foot lot. The existing garage is approximately 1,300 square feet. The proposed accessory structure would be the same as the existing (1,300 square feet) for a total of 25% lot coverage. The R-3 Zone (High Density Residential) allows a maximum of 50% lot coverage. Other lots in the area are developed with different lot coverage percentages.

Since the new structure would not be used for vehicle parking, the owner would need to maintain two off-street parking spaces for the existing single-family dwelling. The applicant/owner is proposing to maintain the current parking area to the east of the building. This area would be approximately 18' wide x 45' deep with existing landscaping to the east. This could accommodate two vehicles. Parking spaces need to be a minimum of 9.5' wide x 20' deep. When adjacent to buildings and/or landscaping, the space would need to be 10' wide. Therefore, as a single-family dwelling, they could park two cars stacked behind each other.

Considering the fact that the applicant is working to replicate the historic garage to be demolished with a similar setback, lot location and entrances, the proposed structure with the conditions noted is *"consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations."*

V. CONCLUSION AND RECOMMENDATION

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

1. The windows shall be inset from the plane of the house to a depth similar to the historic depth of the main structure or a minimum of at least 2" not including the casing.
2. Any exposed, visible wood shall not have pressure treatment incision marks visible. Support posts could be wrapped to hide the incision marks. Any construction features such as bolts shall be hidden behind a facial board and/or otherwise not visible. The balustrade shall have a newel post at the bottom.
3. All wood shall be painted.
4. The structure shall continue to maintain a 0' setback from the Irving Avenue (south) property line.
5. Significant changes or modifications to the proposed plans as described in this Staff Report shall be reviewed by the Historic Landmarks Commission.

The applicant should be aware of the following requirements:

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

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

HIST. NAME: Irving Street Garage
COMMON NAME: n/a
ADDRESS: 1440 Irving Avenue

DATE OF CONSTRUCTION: c. 1930
ORIGINAL USE: Garage
PRESENT USE: Garage

CITY: Astoria OR 97103

ARCHITECT: n/a
BUILDER: n/a

OWNER: Englund Kurt J/Sarah E
828 14th Street
Astoria OR 97103

THEME: Culture
STYLE: Vernacular

T/R/S: T8N/R9W/S

MAP NO.: 8090 8CD **TAX LOT:** 12100

ADDITION: Shively's Astoria

xBLDG STRUC DIST SITE OBJ

BLOCK: 20 **LOT:** 9 & north 50' Lots 7 & 8

QUAD: Astoria

CLASSIFICATION: Secondary (HDR02-09)

PLAN TYPE/SHAPE: Rectangular

NO. OF STORIES: 1

FOUNDATION MATERIAL: Concrete

ROOF FORM & MATERIALS: Side-facing gable, asphalt

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood frm

PRIMARY WINDOW TYPE: 9-light fixed wood sash windows w/ plain casings

EXTERIOR SURFACING MATERIALS: Wood drop siding

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Exposed rafter ends; cornerboards; 3 & 6-light fixed wood sash windows, east and west; paired wood doors w/ 6-lights, front; pan light, SE.

OTHER: None

HISTORICAL INTEGRITY: Slightly altered

EXTERIOR ALTERATIONS/ADDITIONS: Plywood panels applied over recessed panels, paired wood doors, front; doorway boarded over, east.

NOTEWORTHY LANDSCAPE FEATURES: Wood picket fence and gate. Cherry tree to north is 100+ years old.

ASSOCIATED STRUCTURES: Residence, 828 14th Street.

KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block Irving Avenue between 14th and 15th Streets; south facing; street level; adjacent to sidewalk on narrow lot

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: This garage was constructed between 1924 and 1934. It may have been constructed by Lawrence Stafford who lived around the corner at 828 14th Street. It was constructed for the purpose of housing several automobiles and was used by neighborhood families who did not have a garage of their own. It remains in good condition and is largely intact. The interior has a loft for automobile parts, an office and wood floor. The interior was heated by a pot belly stove.

Its presence contributes to the historic streetscape.

SOURCES: Sanborn-Perris Maps 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Interview with Bill Leahy 7/1/02; Interview with Beverly Cox 7/13/02

NEGATIVE NO.: Roll 5 no. 4

SLIDE NO.:

RECORDED BY: John Goodenberger

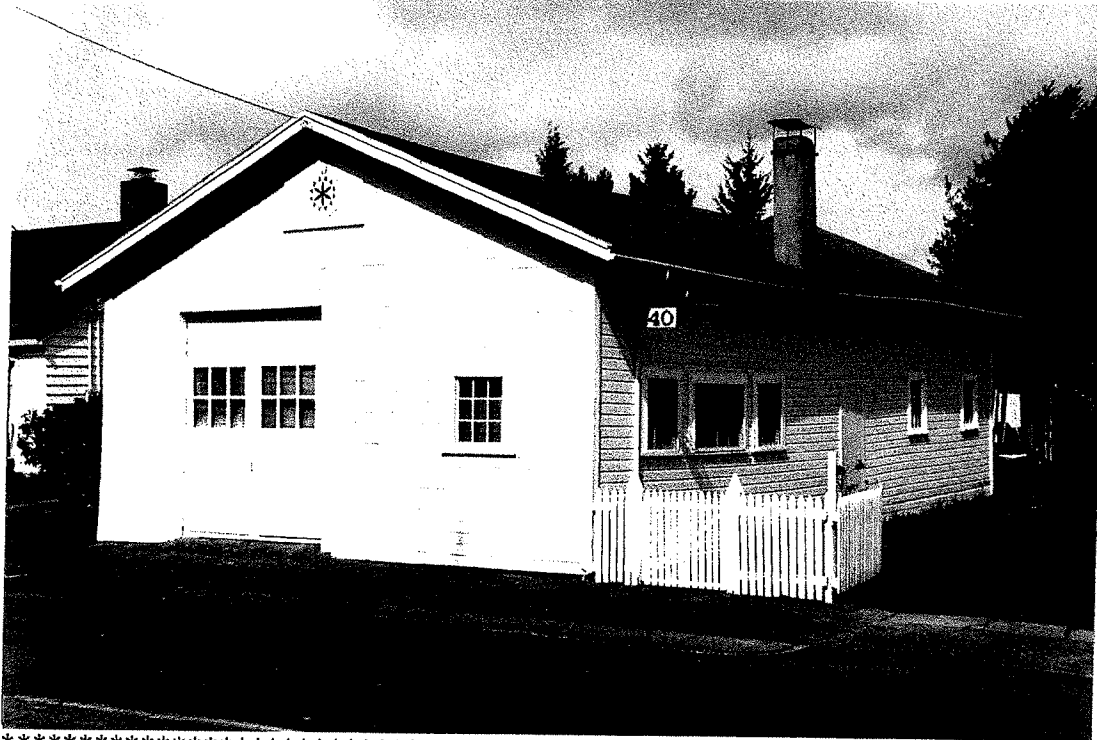
DATE: 3/4/02

SHPO INVENTORY NO.:

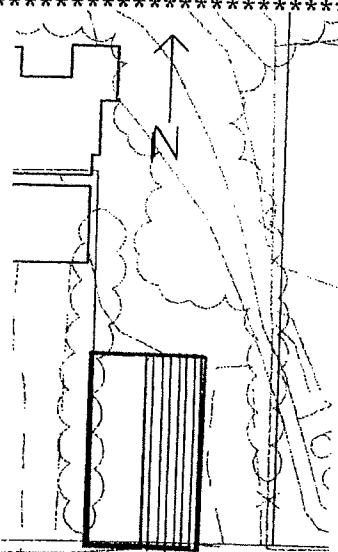
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM-TWO

NAME: Irving Street Garage
ADDRESS: 1440 Irving Avenue
TAX LOT: 12100

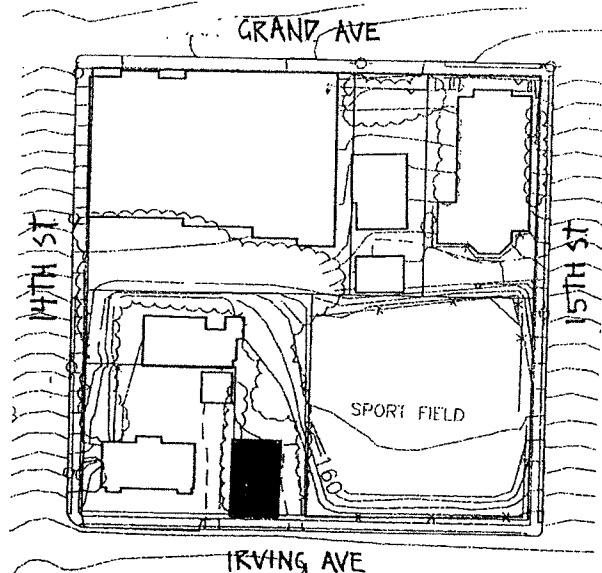
T/R/S: T8N/R9W/S
MAP NO.: 8-9-8CD
QUADRANGLE: Astoria 7 1/2 (1984)



NEGATIVE NO.: Roll 5 no. 4



1440 IRVING AVE



IRVING AVE

GRAPHIC & PHOTO SOURCES: J.E. Goodenberger; City of Astoria, Engineering Dept.

FORT HILL 5 - R-28

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

HIST. NAME: Ulmer Taylor Residence
COMMON NAME: Milton and Ione Sanford Res.
ADDRESS: 828 14th Street

DATE OF CONSTRUCTION: c. 1890
ORIGINAL USE: Single dwelling
PRESENT USE: Single dwelling

CITY: Astoria OR 97103

ARCHITECT: n/a

BUILDER: n/a

OWNER: Englund Kurt J/Sarah E
828 - 14th Street
Astoria OR 97103

THEME: Culture
STYLE: Vernacular

T/R/S: T8N/R9W/S

MAP NO.: 80908CD

TAX LOT: 12100

ADDITION: Shively's Astoria

xBLDG STRUC DIST SITE OBJ

BLOCK: 20 **LOT:** N. 50' of Lot 7 &
N. 50' of Lot 8

QUAD: Astoria

CLASSIFICATION: Historic Non-Contributing

PLAN TYPE/SHAPE: Irregular

NO. OF STORIES: 1

FOUNDATION MATERIAL: Concrete

ROOF FORM & MATERIALS: Side-facing gable, asphalt

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood fm

PRIMARY WINDOW TYPE: 1/1 DH wood sash, single-light fixed, plain casings

EXTERIOR SURFACING MATERIALS: Wood shingles, wide exposure, over original siding

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Enclosed eaves; frieze; single-light fixed wood sash windows w/ 5-light transom; minimal details

OTHER: None

HISTORICAL INTEGRITY: Very altered

EXTERIOR ALTERATIONS/ADDITIONS: According to the 1892 Sanborn Map this was an L-shaped house with a small centered front porch on the west and a side porch on the north. By 1908, part of that north porch was infilled with a pantry. By 1924, a porch stretched the full width of the west elevation and the house was expanded eastward with a couple of additions, the easternmost extending in a north-south direction. After 1954, the house lost that easternmost addition. Other alterations include: applying wood shingles with a wide exposure over original clapboard or drop siding; front porch was enclosed with windows and siding, half of it was converted to interior living space; chimney constructed, west; 1/1 DH wood sash windows replaced with single-light fixed windows w/ 5-light transoms, north; 1/1 DH wood

sash windows replaced with single-light sliding aluminum sash windows, south; addition constructed, NE; wood trellis attached, south.

NOTEWORTHY LANDSCAPE FEATURES: Maple, cedar, pine, NW; Holly, SE; cherry, E; rock wall, south.

ASSOCIATED STRUCTURES: 1440 Irving Avenue, SE

KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block 14th Street between Grand and Irving Avenues; west facing; well above street level, accessed by long flight of stairs, rock wall, west.

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: The Sanborn Map does not reach this portion of Astoria until 1892. The house is clearly established at that time; its form resembles that of houses constructed in the 1870s. However, searches so far in the Register of Electors have not revealed anyone at the address before 1900. Ulmer Kelly Taylor, a 24 year-old laborer is the first known resident of the house. According to the Astoria Household Directory, William E. Smith of Smith & Werthes meat market lived in the house in 1902 and Clifton Landingham, a barber, lived there in 1904. By 1906 through 1910, Millard Hardesty, an electrician, lived in the house.

Newlyweds Milton and Ione Sanford purchased the house around 1915. Milton was a machinist. By 1925, he was operating an automobile repair shop out of his garage at 1440 Irving Avenue. Milton was active in the community. He was Chief and later Grand Warden of St. Aldemar Commandery Knights Templar, High Priest of St. John's Chapter #14, Royal Arch Masons, and chairman of Astoria Civil Service Commission. The Sanfords lived in this house until Milton's death in 1955.

The house has had extensive alteration and no longer reflects the historic period. Its significance as an example of a working-class house would be strengthened through restoration.

SOURCES: Sanborn-Perris Maps 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Astoria Household Directory 1896 -1925; *Astoria Budget* 2-5-55:1; *Astoria Daily Budget* 10-21-14:8

NEGATIVE NO.: Roll 2 no 25

SLIDE NO.:

RECORDED BY: John Goodenberger

DATE: 10/30/02

SHPO INVENTORY NO.:

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM-TWO

NAME: Ulmer Taylor Res.

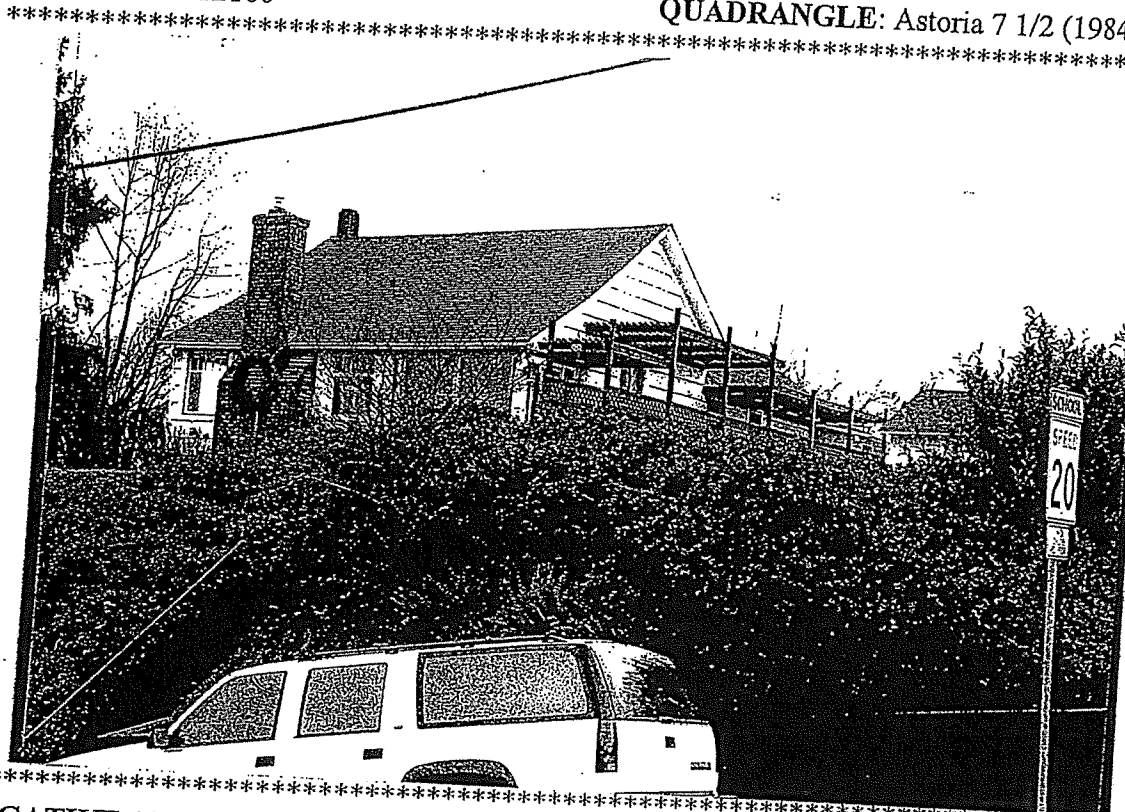
ADDRESS: 828 14th Street

TAX LOT: 12100

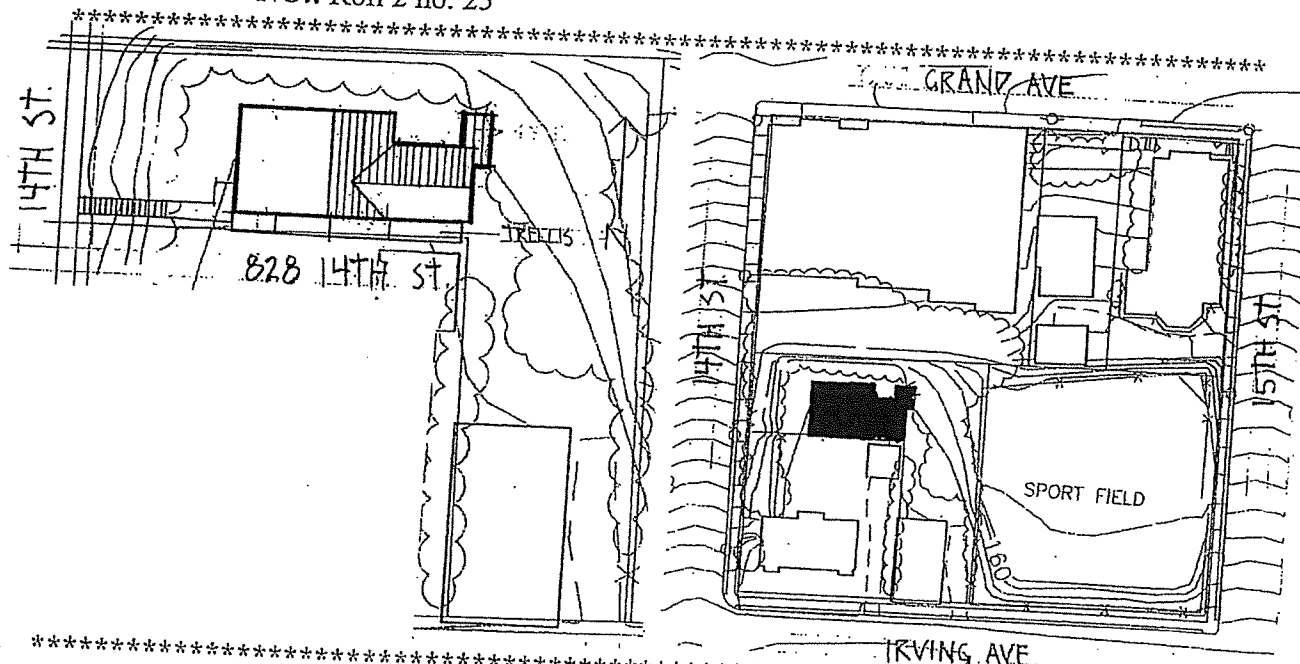
T/R/S: T8N/R9W/S

MAP NO.: 8-9-8CD

QUADRANGLE: Astoria 7 1/2 (1984)



NEGATIVE NO.: Roll 2 no. 25



GRAPHIC & PHOTO SOURCES: J.E. Goodenberger; City of Astoria, Engineering Dept.

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

HIST. NAME: School of St. Mary Star of the Sea DATE OF CONSTRUCTION: 1924
COMMON NAME: Star of the Sea School ORIGINAL USE: school
ADDRESS: 1411 Grand Avenue PRESENT USE: school
CITY: Astoria ARCHITECT: unknown
OWNER: Archdiocese of Oregon City BUILDER: unknown
T/R/S: T8N/R9W/S8 THEME: Religion; Architecture
MAP NO.: 8-9-8CD TAX LOT: 12000 STYLE: Classical Revival
ADDITION: Shively's BLDG STRUC DIST SITE OBJ
BLOCK: 20 LOT: 3w, 4-6 QUAD: Astoria 7½' (1984) RANKING: Secondary

PLAN TYPE/SHAPE: rectangular NO. OF STORIES: 3
FOUNDATION MATERIAL: concrete BASEMENT (Y/N):
ROOF FORM & MATERIALS: flat; built-up
WALL CONSTRUCTION: reinforced concrete masonry STRUCTURAL FRAME: post & beam
PRIMARY WINDOW TYPE: multi-pane hopper, metal sash
EXTERIOR SURFACING MATERIALS: stucco
DECORATIVE FEATURES: front entry with doric columns and classical entablature; "FOR GOD AND
COUNTRY," decorative plaster ornament with academic symbols under 2nd-story windows; west side door with
arched opening, keystone, and arched transom; stepped parapet
OTHER:
CONDITION: GOOD FAIR POOR MOVED (DATE)

EXTERIOR ALTERATIONS/ADDITIONS (DATED): large gym to the east (1941-54); another large addition to
the south; window replacement of nearly all steel sash windows, replaced with both aluminum and vinyl; building
cornice and cornice detailing removed.
NOTEWORTHY LANDSCAPE FEATURES: none

ASSOCIATED STRUCTURES: church and rectory to the east

KNOWN ARCHEOLOGICAL FEATURES: unknown

SETTING: southeast corner of 14th and Grand in residential neighborhood south of downtown; lot slopes up to the
south; small city park is located across the street to the north; street slopes down from south to north

STATEMENT OF SIGNIFICANCE:

SOURCES: Sanborn-Perris Map Co. 1888, 1908; Polk's Astoria City Directory 1925, 1931, 1934, 1936, 1938,
1940, 1942, 1946

NEGATIVE NO.: Roll
SLIDE NO.:

RECORDED BY: Jill A. Chappel, HRA
DATE: 3-25-95

SHPO INVENTORY NO.:

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

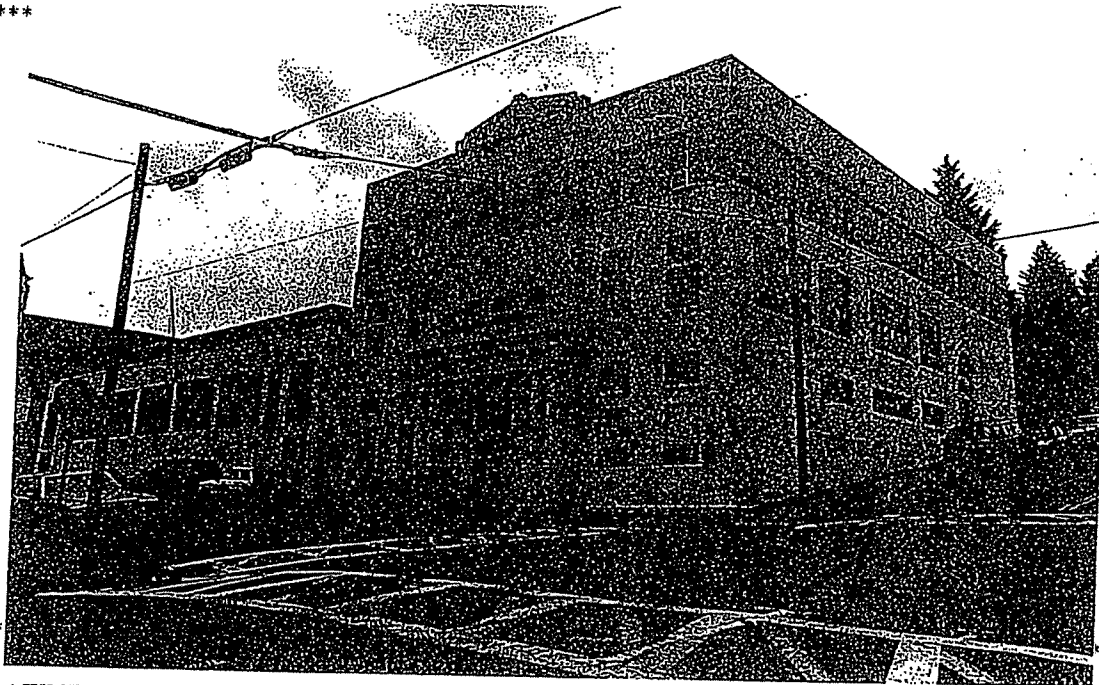
NAME: School of St. Mary Star of the Sea
ADDRESS:
TAX LOT:

T/R/S: T8N/R9W/8 17
MAP NO.: 8-9-8 17
QUADRANGLE: Astoria 7½' (1984)

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

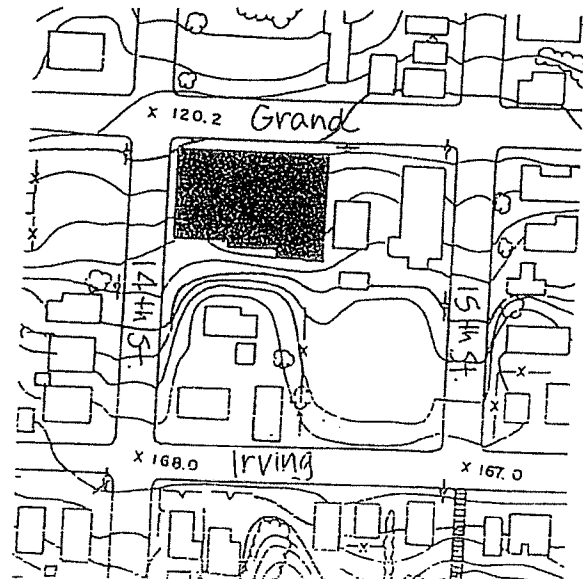
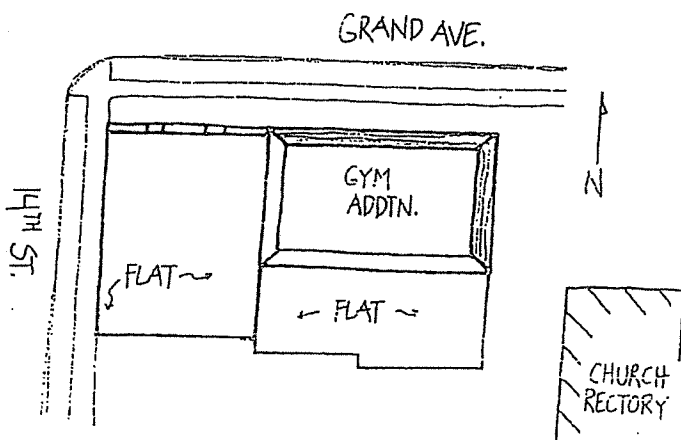
NAME: School of St. Mary Star of the Sea
ADDRESS: 1411 Grand Avenue
TAX LOT: 12000

T/R/S: T8N/R9W/S8
MAP NO.: 8-9-8CD
QUADRANGLE: Astoria 7½' (1984)



NEGATIVE NO.: Roll 5-11

SLIDE NO.:



GRAPHIC & PHOTO SOURCES: Heritage Research Associates, Inc., 1997 Garden Ave., Eugene, OR, 97403

SHPO INVENTORY NO.

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

HIST. NAME: Capt. Charles and Annie Gunderson Res. DATE OF CONSTRUCTION: c. 1900
COMMON NAME: n/a ORIGINAL USE: Single dwelling
ADDRESS: 813 14th Street PRESENT USE: Single dwelling

CITY: Astoria OR 97103

ARCHITECT: n/a

OWNER: Lonnon Lawrence W
813 - 14th Street
Astoria OR 97103

BUILDER: n/a

THEME: Culture
STYLE: Queen Anne

T/R/S: T8N/R9W/S

MAP NO.: 80908CD

TAX LOT: 11401

ADDITION: Shively's Astoria

BLOCK: 19

LOT: N. 50' of Lots 10, 11
& 12

xBLDG STRUC DIST SITE OBJ
QUAD: Astoria

CLASSIFICATION: Primary, HDR03-01 *reinstated w/ NRD*

PLAN TYPE/SHAPE: Irregular

NO. OF STORIES: 2

FOUNDATION MATERIAL: Concrete

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

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood frm

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

EXTERIOR SURFACING MATERIALS: Wood drop siding; fishscale shingle, gable end, beltcourse

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Shallow enclosed eaves; gable end ornamentation w/ sunburst and balls; fishscale shingles gable end and beltcourse w/ bell cast curve; 2-story clipped gable end bays w/ brackets at eaves and panels beneath lower windows; fixed window w/ colored glass surround, 2nd floor, north; turned wood spindles, turned wood posts, saw-cut brackets, applied ornament, front porch

OTHER: Cobelled chimney w/ embossed patterns on stucco

HISTORICAL INTEGRITY: Very altered

EXTERIOR ALTERATIONS/ADDITIONS: Porch enclosed w/ windows, 1st floor, NW (historic); dormers added to west wing (historic); windows shortened, 1st and 2nd floor, south; single-light sliding aluminum sash window replaced 1/1 DH wood sash window, 1st floor, south; aluminum door installed, 1st floor, south; paired 1/1 DH wood sash window replaced by siding and small square window, 1st floor, south; windows blocked, basement, front.

NOTEWORTHY LANDSCAPE FEATURES: None

ASSOCIATED STRUCTURES: None
KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block on 14th Street between Grand and Irving Avenues, east facing, slightly above street level, driveway, south

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: According to the Sanborn Maps this house was first located on this site between 1896 and 1908. According to the Astoria Household Directory, the first person to live at this address was Capt. Charles S. Gunderson in 1902. The Register of Electors lists Gunderson at this location by 1900. The architectural features of this house suggest a construction date between 1885 and 1900. It is possible the house is a very late example of the Queen Anne style.

Capt. Gunderson was born in Bergen, Norway. His father was a pilot on the Norwegian coast and he followed his father's lead at 15. The captain arrived in the US in 1872, then in Astoria four years later where he captained a tugboat. He worked briefly in Chicago then returned to Astoria in 1881 when he was granted a license as a bar pilot. Capt. Gunderson also engaged in real estate. The Gunderson building on Commercial Street is named after him. Other accomplishments included being elected to the office of county recorder in 1894, being named to the Oregon Naval Militia Board in 1911, incorporating the Scandinavian Benevolent Society and being a member of the Astoria City Cemetery Commission.

The Gunderson family, which included his wife Annie and two daughters Bernthyne and Ethel, lived in the house through 1918. Between 1921 and 1938, the house was owned by Richard and Agnes Prael. Richard was first a log scaler, then deputy sheriff, then president of Astoria Fuel & Supply Co. Later, he was secretary-manager of Prael-Eigner Transfer Co. for more than 20 years.

After the Praels sold the house it was likely used as a duplex until 1948 when it was converted to six apartments. By 1960, the house was served as a duplex again. It is now a single-family dwelling.

The house gains significance for its association with Capt. Charles S. Gunderson and Richard Prael, both well-known individuals in Astoria. It gains additional significance for being a good example of the late Queen Anne style. The house greatly contributes to the historic streetscape.

SOURCES: Sanborn-Perris Maps 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Astoria Household Directory 1896-1925; Register of Electors 1893, 1900; *Evening Astoria Budget* 8-6-46; *Morning Astorian* 12-16-28.

NEGATIVE NO.: Roll 2 no 26
SLIDE NO.:

RECORDED BY: John Goodenberger
DATE: 10/24/02

SHPO INVENTORY NO.:

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM-TWO

NAME: Capt. Charles & Annie Gunderson Res.

T/R/S: T8N/R9W/S

ADDRESS: 813 14th Street

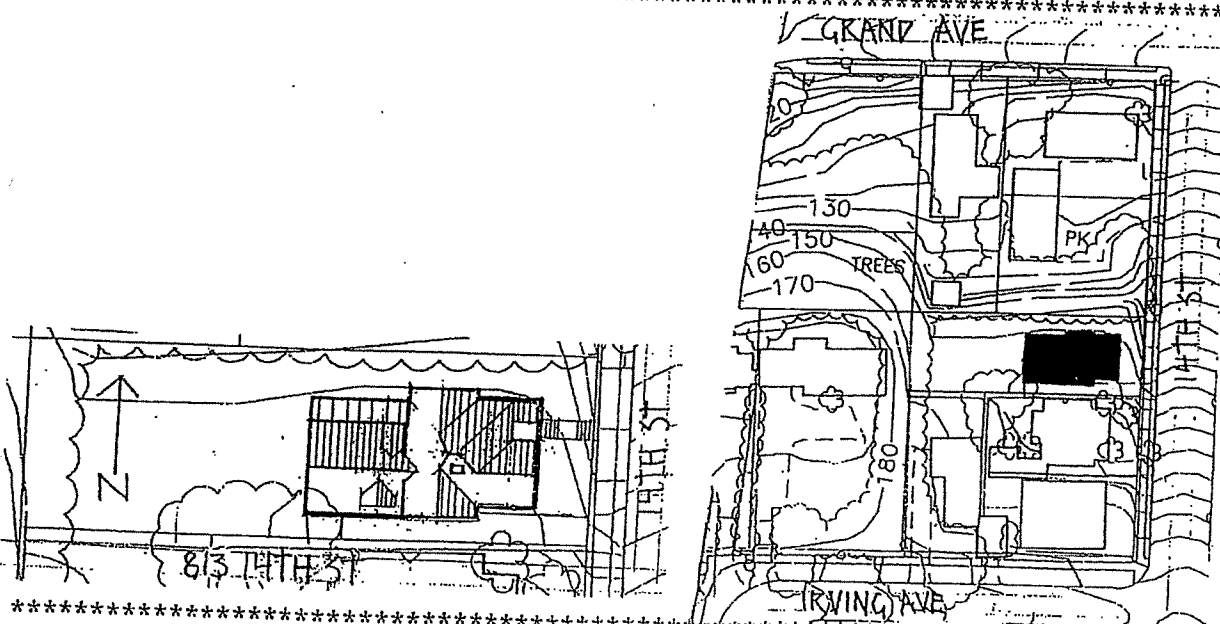
MAP NO.: 8-9-8CD

TAX LOT: 11401

QUADRANGLE: Astoria 7 1/2 (1984)



NEGATIVE NO.: Roll 2 no. 26



GRAPHIC & PHOTO SOURCES: J.E. Goodenberger; City of Astoria, Engineering Dept.

FORT HILL 5 - R-29

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

HIST. NAME: Frank and Lucille Sanborn Residence
COMMON NAME: n/a
ADDRESS: 849 14th Street

DATE OF CONSTRUCTION: c. 1917
ORIGINAL USE: Single dwelling
PRESENT USE: Single dwelling

CITY: Astoria OR 97103

ARCHITECT: n/a
BUILDER: n/a

OWNER: McCleary Rosalie M (Larsen)
849 - 14th Street
Astoria OR 97103

THEME: Culture
STYLE: Craftsman

T/R/S: T8N/R9W/S

MAP NO.: 80908CD

TAX LOT: 11600

ADDITION: Shively's Astoria

BLOCK: 19 **LOT:** N. 50' of S. 100' of
Lots 11 & 12

xBLDG STRUC DIST SITE OBJ
QUAD: Astoria

CLASSIFICATION: Secondary, Local Landmark

PLAN TYPE/SHAPE: T-shaped

NO. OF STORIES: 1 1/2

FOUNDATION MATERIAL: Concrete

ROOF FORM & MATERIALS: Cross-gable-asphalt

WALL CONSTRUCTION: Nailed wood frame

STRUCTURAL FRAME: Nailed wood frm

PRIMARY WINDOW TYPE: 10/1 & 6/1 DH wood sash w/ lamb's tongue, backbanding

EXTERIOR SURFACING MATERIALS: 2 & 6 wood shingles, upper; clapboard, lower

STRUCTURAL STATUS: xGOOD FAIR POOR MOVED (DATE)

DECORATIVE FEATURES: Broad eaves; exposed rafter ends; wide bargeboards; knee braces; belt course; watertable; 2 & 6 wood shingles, upper; clapboard, lower; tripartite windows w/ 10/1 & 6/1 DH wood sash, lamb's tongue, backbanding, east, north and south; 8-light casement wood sash, 2nd floor, east, north and south; fixed single-light window w/ cut glass transom, 1st floor, east; recessed full-length front porch supported by brick columns on stucco finished concrete piers separated by half-walls clad in clapboard

OTHER: Porch approached by concrete steps, piers and bulkhead

HISTORICAL INTEGRITY: Slightly altered

EXTERIOR ALTERATIONS/ADDITIONS: Single-light aluminum sliding window installed, basement, north; front entry replaced w/ flush wood door w/ single-light

NOTEWORTHY LANDSCAPE FEATURES: None

ASSOCIATED STRUCTURES: Carport/garage, SW

KNOWN ARCHAEOLOGICAL FEATURES: None

SETTING: Mid-block on 14th Street between Grand and Irving Avenues, east facing, slightly above street level, carport, SW

SIGNIFICANCE: Architecture

STATEMENT OF SIGNIFICANCE: According to the Astoria Household Directory, the first persons to live in this house were Frank and Lucille Sanborn in 1917. Married in 1905, the Sanborns had a daughter, Jane, and son, George. Frank was the son of cannery magnate George W. Sanborn. He, his father and brother also owned Sanborn Coal, a building materials dealer. Frank incorporated the Sanborn Dock Company and became the largest individual owner of Astoria's waterfront. He was president of the Chamber of Commerce, member of the Clatsop County Fair Board and chairman of the Community Chest. He was considered to be "one of the outstanding personalities of the region." Frank died in 1927 in a car accident. It was believed that Frank, who lost an eye in a 1911 crash, was momentarily blinded. His car flipped crossing the Skipanon River bridge, killing Frank instantly. According to the *Astoria Evening Budget*, "Opinion was universal that the community had sustained a crushing blow, all classes joining in expressions of profound sorrow." The Sanborn family moved from this house shortly after Frank's death; Lucille eventually moved to the Jewell area and reached 101 years old.

By 1931, the house was occupied by Harry and Myrtle Brooks. Harry was a reporter for the *Oregon Journal*. The house was vacant in 1934 and 1936. By 1938, Henry Goodrich lived in the house. In 1942 Glen and Jean Williams lived there. Glen was the director of the United Service Organizations. Lyle and Aileen Miller lived in the house in 1946. Lyle was a comptroller for Paragon Packing Co. Between 1949 and 1953, Douglas and Marianne Hager lived in the house. Douglas was the vice-president and manager of New England Fish Co. of Oregon.

The largely intact house is a fine example of the Craftsman style and greatly contributes to the historic streetscape. It is also significant for its association with Frank Sanborn, prominent Astoria businessman.

SOURCES: Sanborn-Perris Maps 1908, 1921, 1934, 1940, 1954; Polk's Astoria Directory 1931-1950; Astoria Household Directory 1917-1925; Astoria Evening Budget 2-21-27:1, 1-22-27:1

NEGATIVE NO.: Roll 2 no 24
SLIDE NO.:

RECORDED BY: John Goodenberger
DATE: 10/30/02

SHPO INVENTORY NO.:

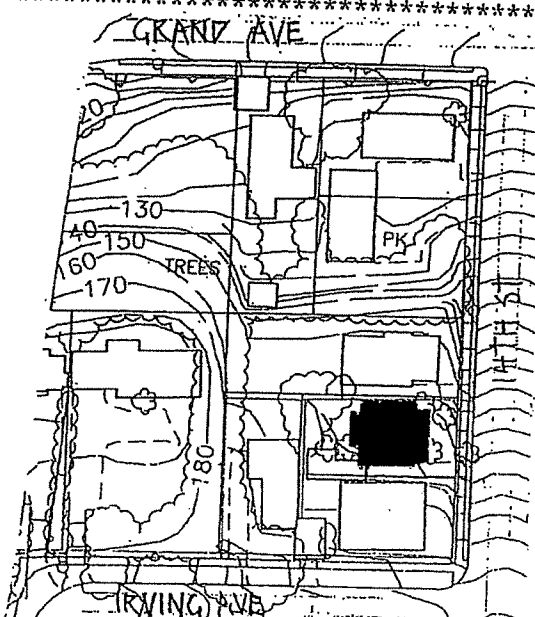
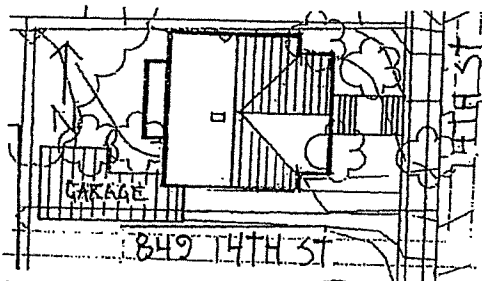
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM-TWO

NAME: Frank & Lucille Sanborn Res.
ADDRESS: 849 14th Street
TAX LOT: 11600

T/R/S: T8N/R9W/S
MAP NO.: 8-9-8CD
QUADRANGLE: Astoria 7 1/2 (1984)



NEGATIVE NO.: Roll 2 no. 24



GRAPHIC & PHOTO SOURCES: J.E. Goodenberger; City of Astoria, Engineering Dept.



CITY OF ASTORIA
Founded 1811 • Incorporated 1856
COMMUNITY DEVELOPMENT

BUILDING CODES
FEB - 5 2019
CITY OF ASTORIA

NC 19-01

☒ Fee Paid Date 2/6/19 By NP Check 316
FEE: \$350.00

NEW CONSTRUCTION (ADJACENT TO HISTORIC PROPERTY)

Property Location: Address: 1440 Irving Avenue, Astoria, OR 97103

Lot 9 & North 50' Lots 7&8 Block 20 Subdivision Shivelys
Map 80908CD12100 Tax Lot 12100 Zone R3

For office use only:

Adjacent Property Address: _____

Classification: _____

Inventory Area: _____

Applicant Name: Tim Janchar

Mailing Address: 828 14th Street, Astoria, OR 97103

Phone: 971-998-4955 Business Phone: 971-998-4955 Email: timjanchar@mac.com

Property Owner's Name: Tim Janchar

Mailing Address: 828 14th Street, Astoria, OR 97103

Business Name (if applicable): _____

Signature of Applicant: _____

Signature of Property Owner: _____

Proposed Construction: We are proposing a deconstruction and restoration of the existing structure.
In subsequent steps, a new foundation and roof will be placed. Existing siding that can be
salvaged will be reused and rotted material will be replaced with new material to mirror the
current structure. All elevations facing the public will be the same as the existing structure.

For office use only:

Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative HLC Meeting Date:	
120 Days:			

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

planning@astoria.or.us • www.astoria.or.us

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. Forms also available on City website at www.astoria.or.us.

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

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

This is a deconstruction and restoration of an existing historic structure.

All sides in public view will be the same elevations as the existing structure.

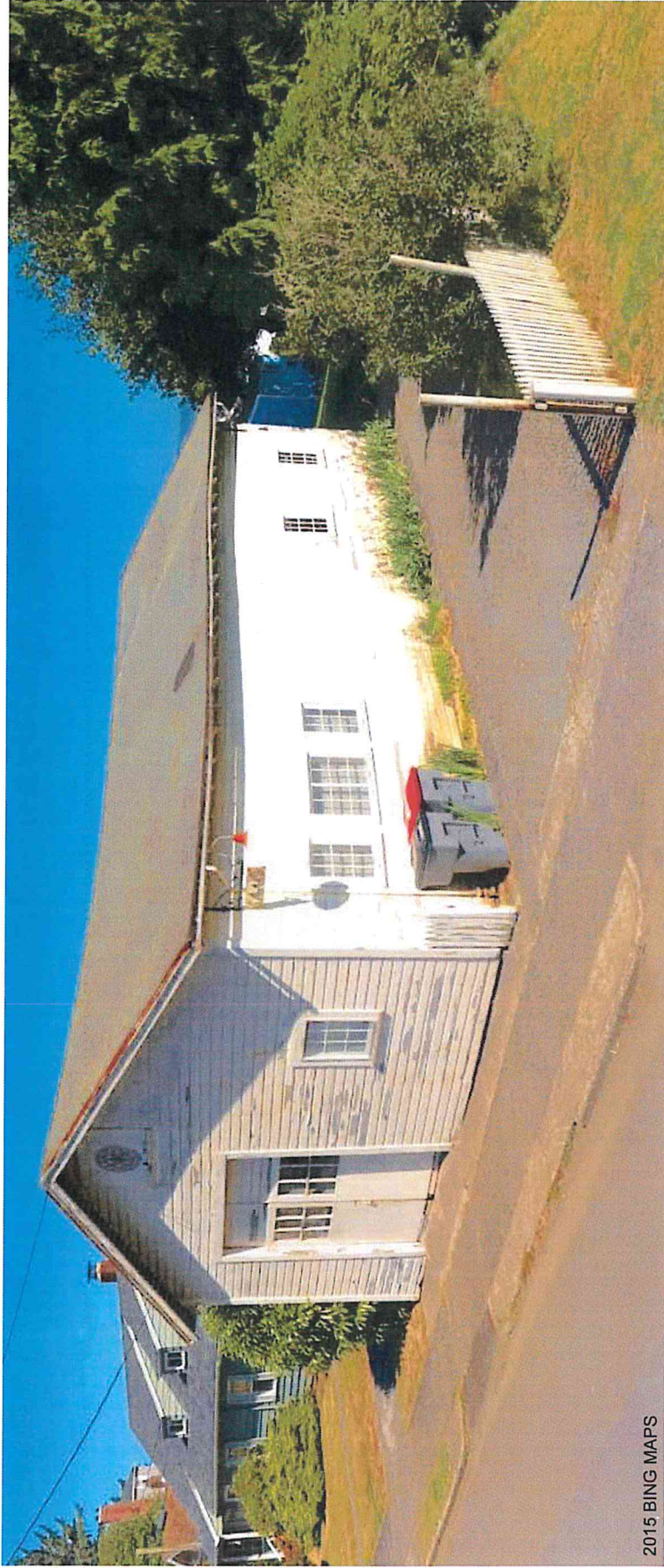
All windows, doors, and siding will be restored or replaced to mirror the original.

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

The proposed structure will have the same footprint as the existing structure.

We will apply for a variance to keep the same location to preserve the historic look.

PLANS: A site plan indicating location of the proposed structure on the property is required. Diagrams showing the proposed construction 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.



NARRATIVE:

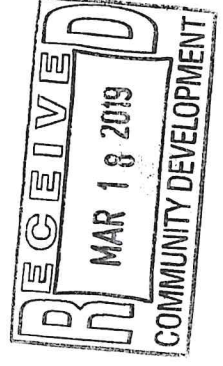
THE INTENT OF THIS DOCUMENT IS TO SHARE THE APPROACH TO RESTORING THIS HISTORIC ASTORIA OUTBUILDING BACK TO ITS ORIGINAL LUSTER.

SIGNIFICANT CHANGES:

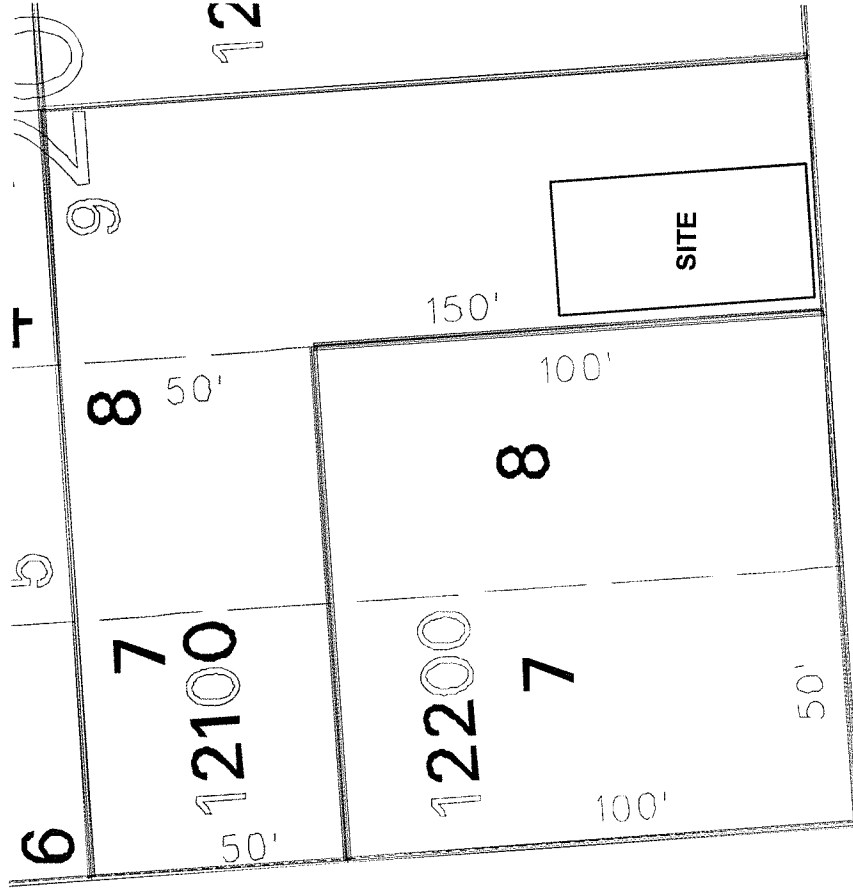
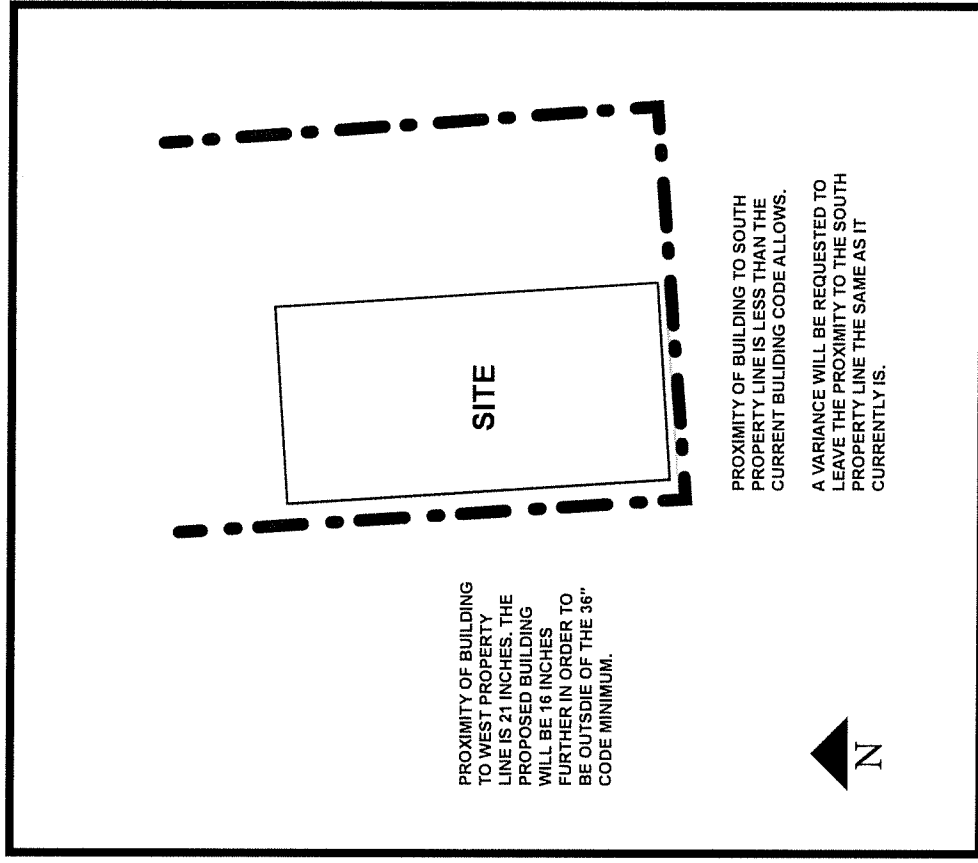
- BUILDING LOCATION SHIFTS EAST BY A ONE FOOT FOUR INCHES TO MEET 36 INCH CODE MINIMUM
- A RIDGECAP IS ADDED TO THE ROOF AND THE CEDAR SHINGLES WILL BE RESTORED.
- WEST ELEVATION: HEDGES GET TRIMMED AND A WINDOW IS ADDED
- SOUTH ELEVATION: EVERYTHING IS RESTORED OR REBUILT ON THE SOUTH ELEVATION INCLUDING THE ORIGINAL WINDOW AT THE EAVES.
- EAST ELEVATION: EVERYTHING IS RESTORED EXCEPT THE WOOD FURNACE DOOR AND CHIMNEY.
- NORTH ELEVATION: THE WINDOWS ARE REPLACED AND ENLARGED WHILE STILL MATCHING CHARACTER AND THE DOOR IS CENTERED.

VCA
VALLEASTON, OREGON
A COMMUNITY DEVELOPMENT

1440 IRVING AVE. OUTBUILDING | COVER
HISTORIC REVIEW SUBMITTAL



PROPOSED SITE CHANGES



VCA

1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

SITE PLAN & PROPOSED CHANGES
RECEIVED
MAR 18 2023
COMMUNITY DEVELOPMENT

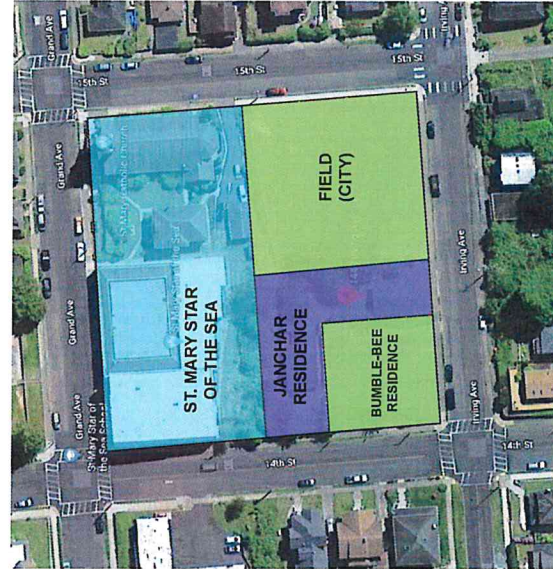
ST. MARY STAR OF THE SEA OWNED
THE MAJORITY OF THIS BLOCK. A
PRIEST LIVED IN THE MAIN HOUSE
& OUTBUILDING THAT WAS EVEN-
TUALLY SOLD TO THE JANCHARS

THE JANCHARS PURCHASED THE MAIN HOUSE AND OUTBUILDING FROM ST. MARY STAR OF THE SEA IN 2014. THE JANCHARS HAVE SPENT THE LAST FEW YEARS TRYING TO RESTORE THE MAIN HOUSE. IN 2018 THEY HAD THE CAPITAL TO TACKLE RESTORING THE HISTORIC OUTBUILDING / GARAGE.

**OWNERSHIP MAP
PRIOR TO 2014**



**OWNERSHIP MAP
AFTER TO 2014**



1440 IRVING ST MAP

12

8

150'

100'

7

12200

100'

8

12100

50'

50'

6

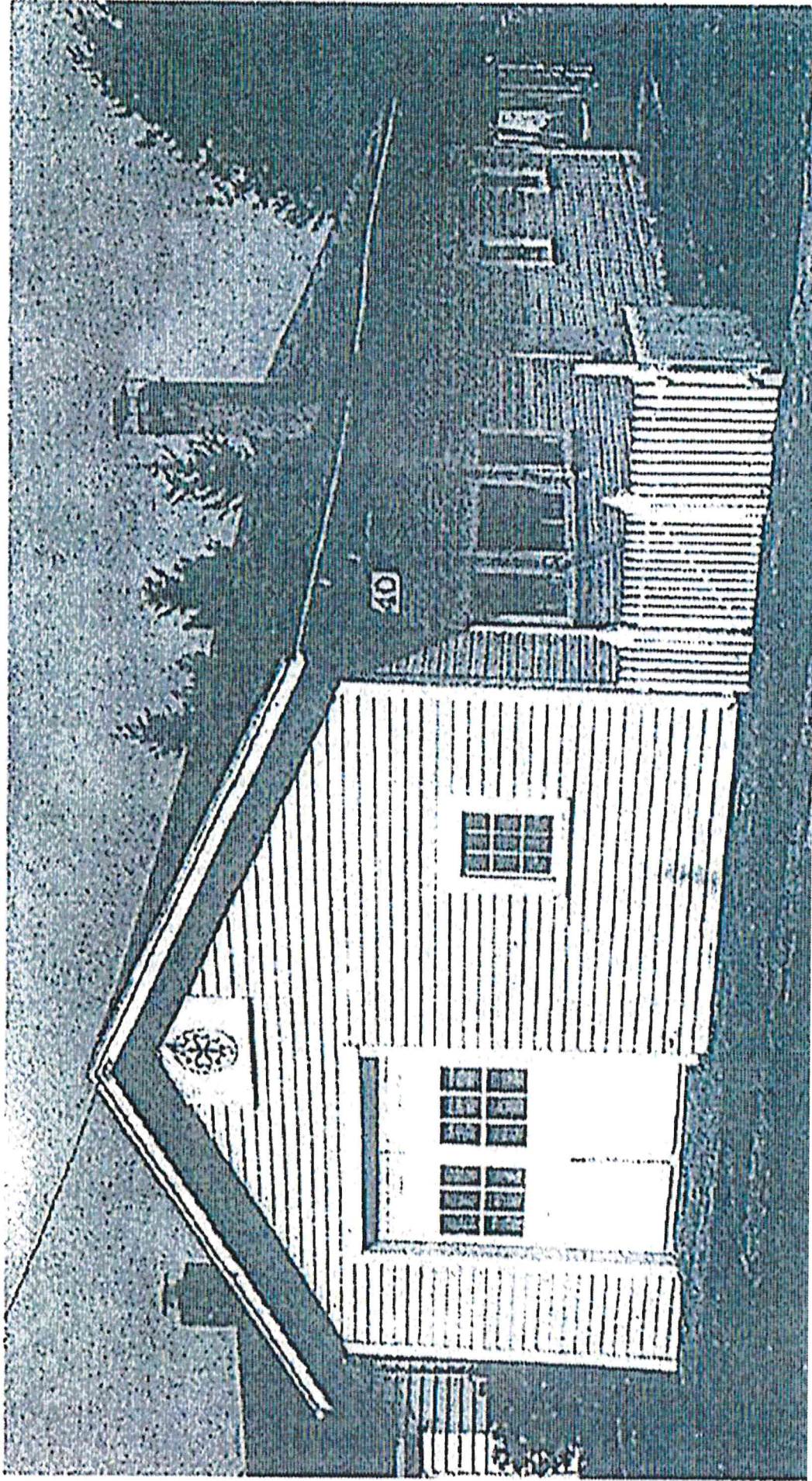
7

50'

50'

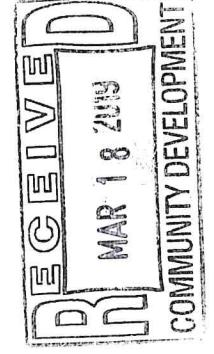
SITE





VCA
VALLEASTON CORP.
ARCHITECTS

1440 IRVING AVE. OUTBUILDING | HISTORIC PHOTOGRAPH
HISTORIC REVIEW SUBMITTAL





NORTH



EAST

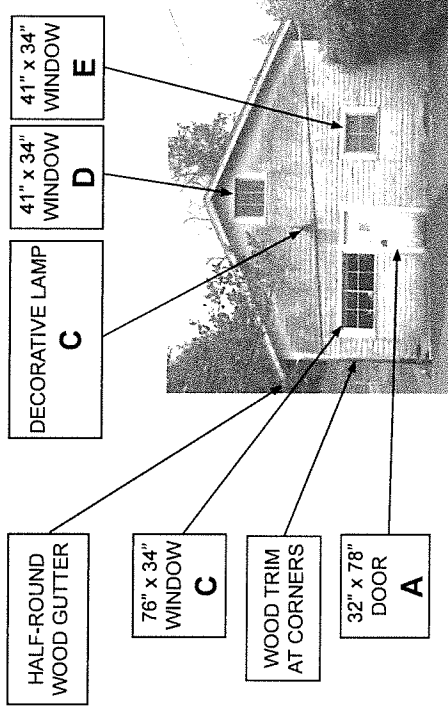


SOUTH

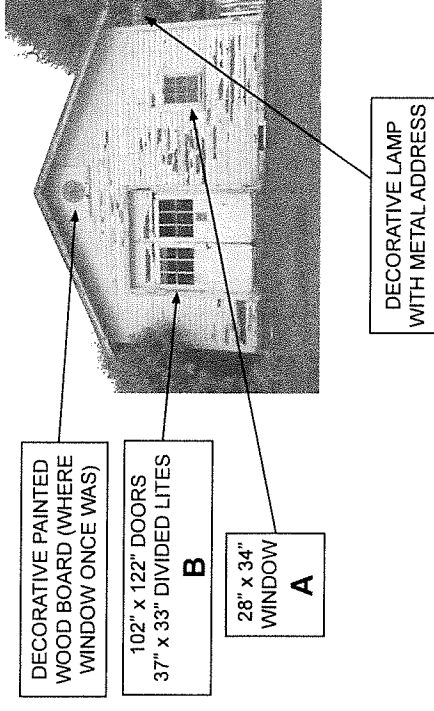


WEST

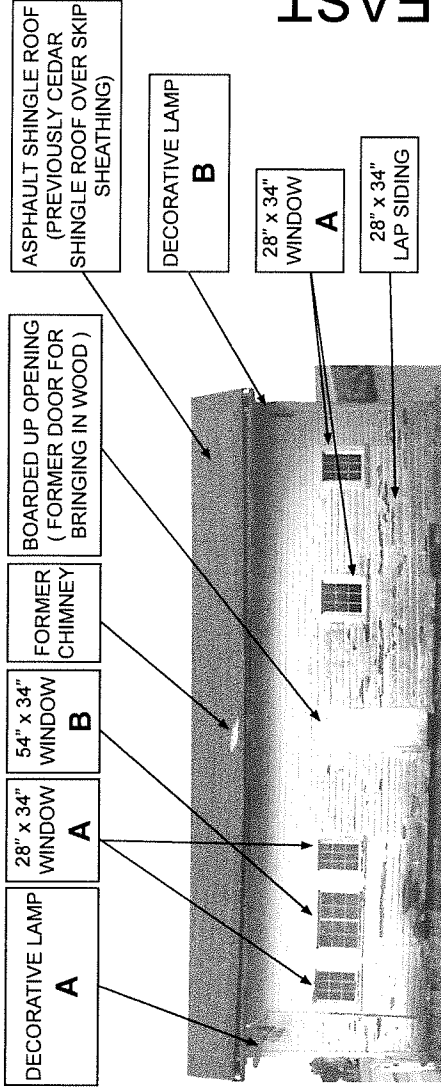
NORTH



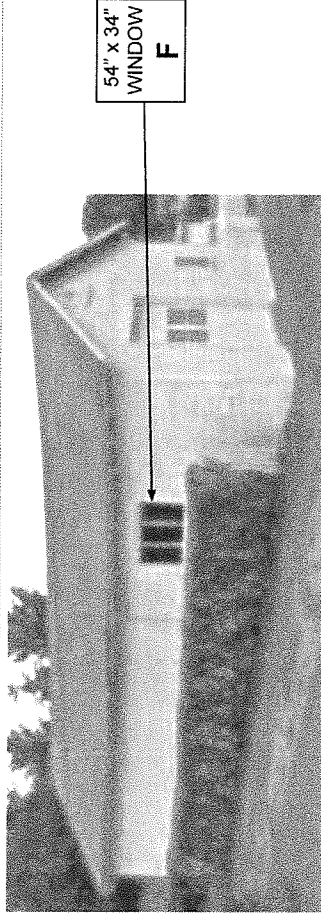
SOUTH



EAST



WEST



*WEST ELEVATION IS CURRENTLY IMPOSSIBLE TO SEE DUE TO AN OVERGROWN LAUREL HEDGE, SO THE IMAGE ABOVE IS FROM A GOOGLE STREET VIEW FROM 2007. A CURRENT PHOTO OF THE WEST ELEVATION CAN BE SEEN ON PREVIOUSLY IN THIS DOCUMENT.

A CONVERSATION TO REDUCE THE SIZE OF THE HEDGE HAS BEGUN WITH THE WEST NEIGHBORS.

THE GOAL IS TO SALVAGE AS MUCH MATERIAL AS POSSIBLE AND TO RETAIN THE HISTORICAL CHARACTER. MUCH OF THE BUILDING IS AFFECTED BY ROT AND POWDER POST.

EXISTING SIDING AND STRUCTURE WILL BE REMOVED, KILN DRIED AND RESTORED IF POSSIBLE.

ANY NEW SIDING WILL BE MILLED TO MATCH EXISTING SIDING.

THE FLOOR JOISTS WILL BE REPURPOSED INSIDE THE BUILDING. THE PROPOSED BUILDING WILL HAVE A POURED FOUNDATION.

WOOD TRIM AT CORNERS



LAP SIDING



EXISTING WOOD FLOOR JOISTS RESTING ON WOOD FRAME AND BRICKS



54" x 34"
WINDOW
F

NOT CURRENTLY
VISIBLE



28" x 34"
WINDOW
A



54" x 34"
WINDOW
B



41" x 34"
WINDOW
D

WINDOWS: A, B, E, F WILL BE RESTORED OR RECREATED TO MATCH EXSITING CHARATER.

WINDOW C & D WILL MATCH EXISTING STYLE, BUT BE BUILT TO PROPOSED DESIGN SIZES. SEE PROPOSED NORTH ELEVATION.

76" x 34"
WINDOW
C



41" x 34"
WINDOW
E





DECORATIVE LAMP
WITH HANGING
METAL ADDRESS
A



DECORATIVE LAMP
C



DECORATIVE LAMP
B

ALL LAMPS WILL BE RESTORED
AND REPLACED TO THEIR
ORIGINAL LOCATIONS

GUTTER WILL BE CUSTOM BUILT METAL REPLACEMENT TO MATCH EXISTING SIZE AESTHETIC. THE PROPOSED DESIGN WILL RETAIN THE EXPOSED RAFTER TAILS AND SKIP SHEATHING. THE ROOF WILL BE CEDAR SHINGLES. A COPPER RIDGECAP WILL BE ADDED TO MATCH OTHER HISTORIC ASTORIA HOMES IN THE AREA.

EXPOSED RAFTER TAILS



HALF-ROUND WOOD GUTTER

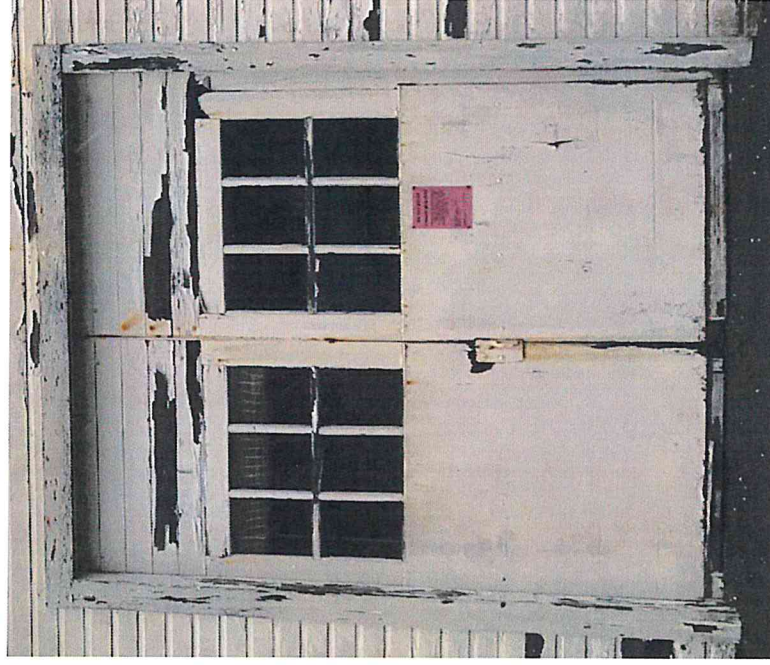


SKIP SHEATHING



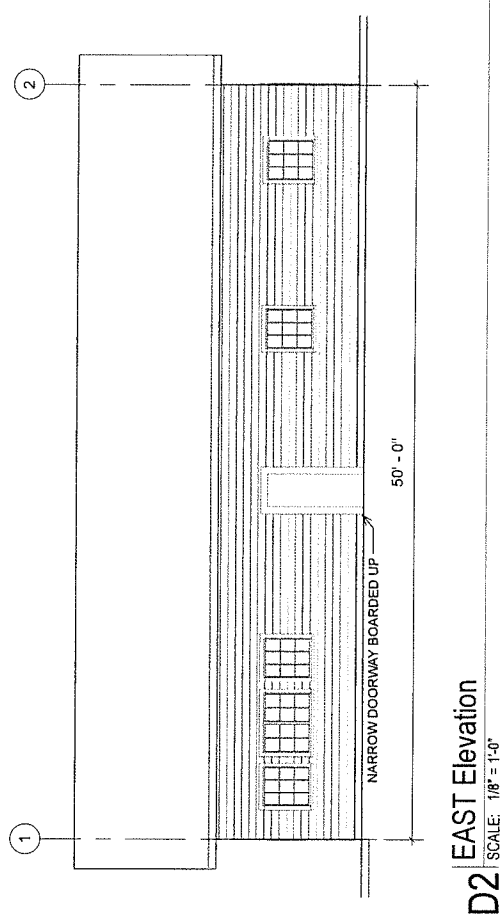
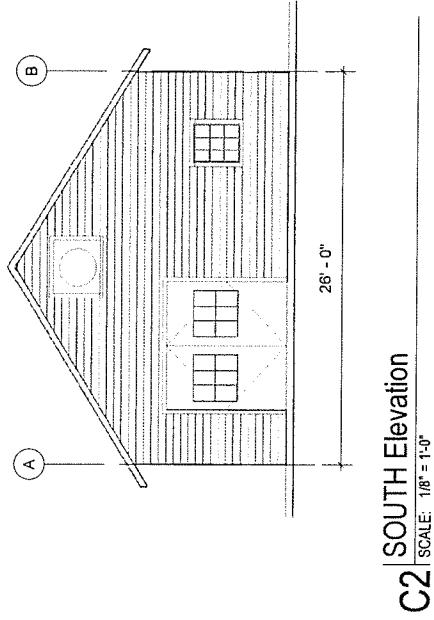
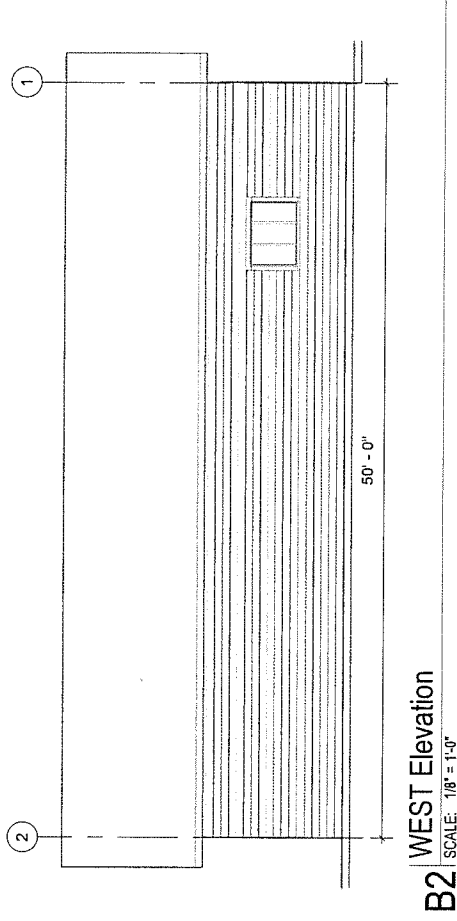
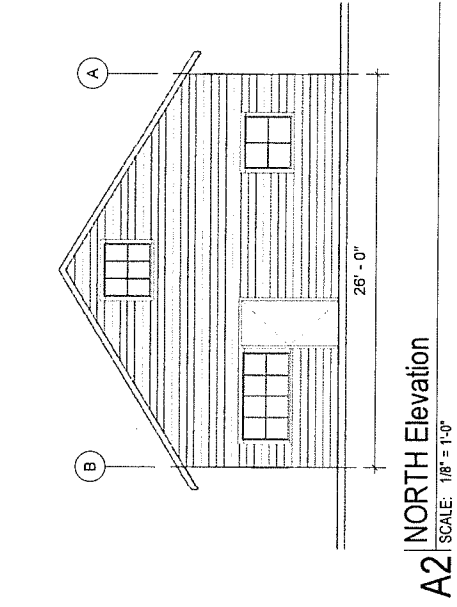
**SOUTH DOUBLE SWING DOORS
'B' WILL BE BUILT TO REFLECT
ORIGINAL DOORS.**

**NORTH SWING DOOR 'A' WILL
MATCH EXISTING DOOR STYLE.
DOOR 'A' WILL BE LOCATED
CENTRALLY UNDER THE EAVE
WINDOW. SEE PROPOSED
NORTH ELEVATION.**



32" x 78"
DOOR
A

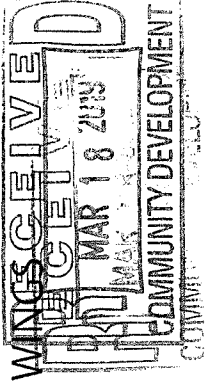


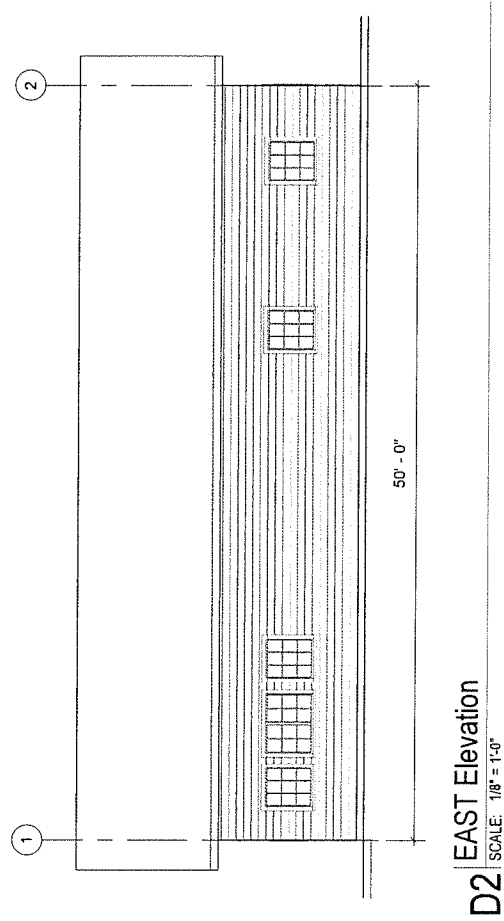
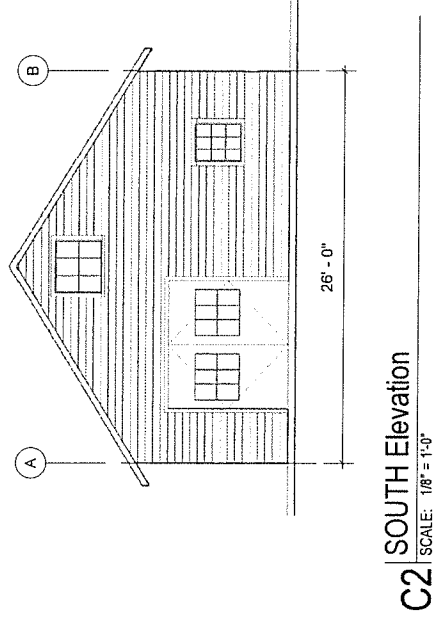
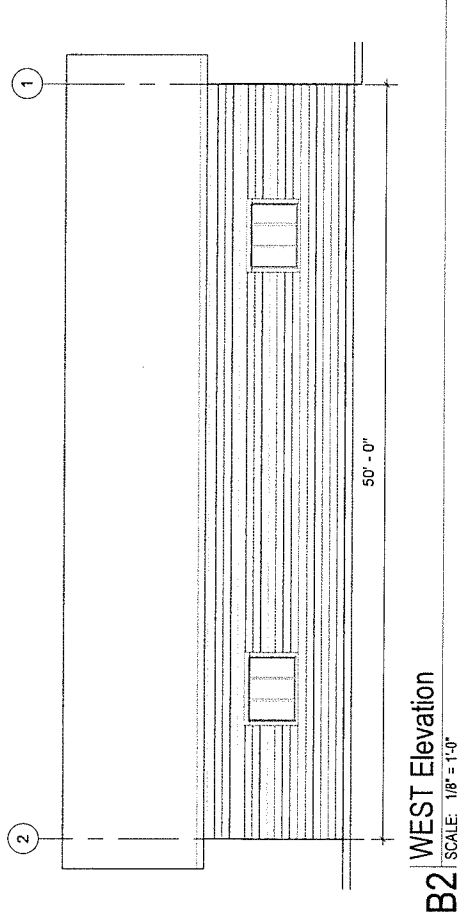
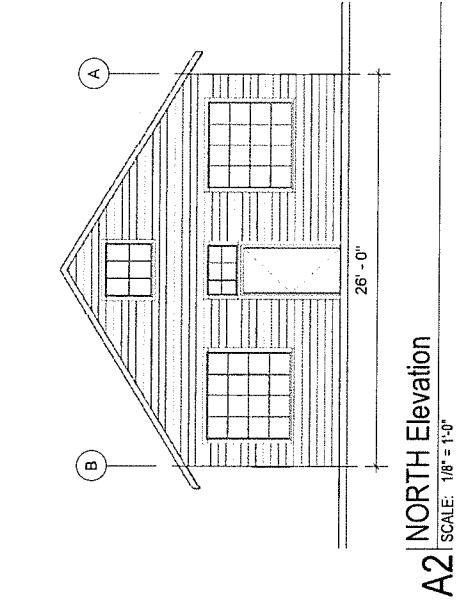


VCA

1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

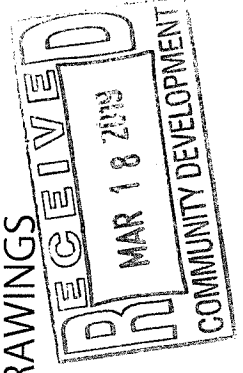
EXISTING ELEVATION DRAWINGS



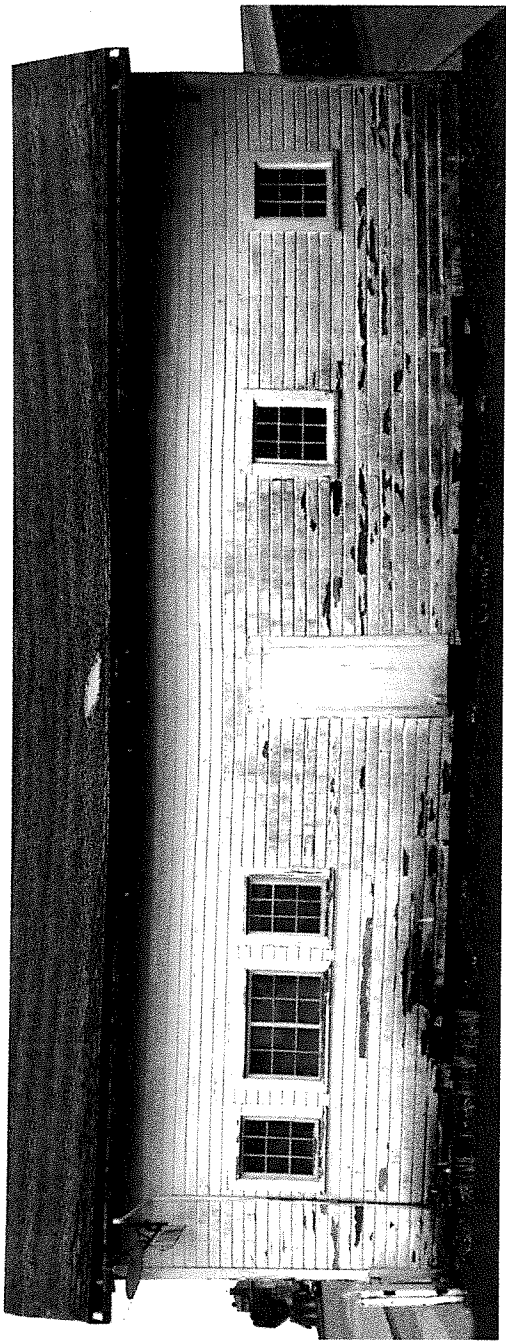


VCA
VINTAGE COMMUNITY ARCHITECTS

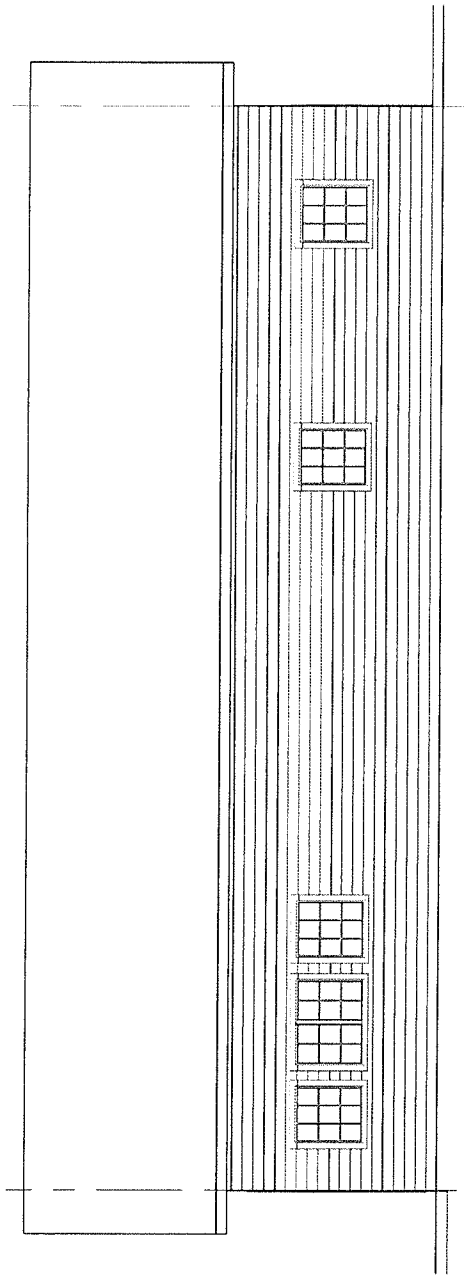
1440 IRVING AVE. OUTBUILDING | PROPOSED ELEVATION DRAWINGS
HISTORIC REVIEW SUBMITTAL



EXISTING

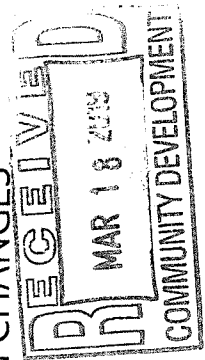


PROPOSED



VCA
ARCHITECTS

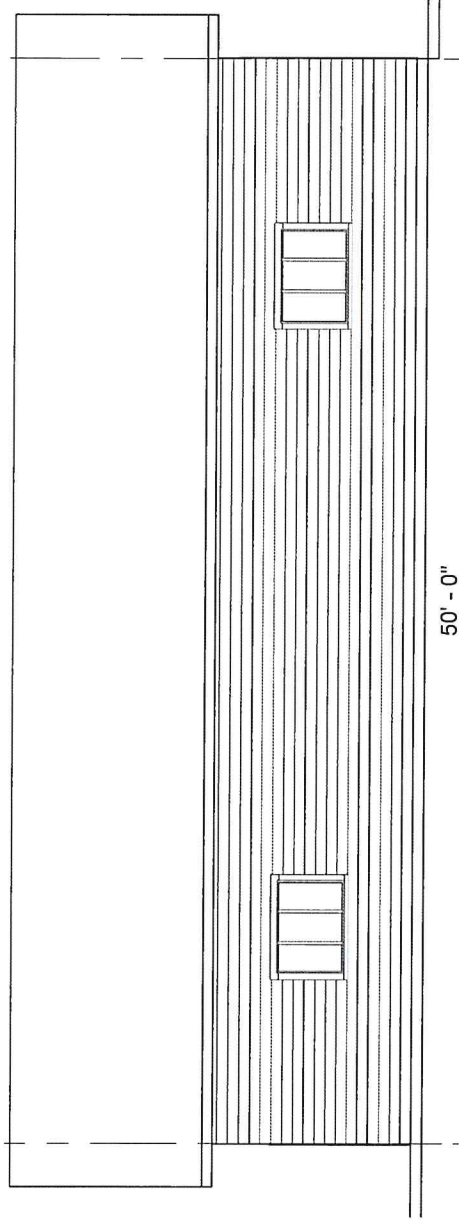
1440 IRVING AVE. OUTBUILDING | PROPOSED EAST ELEVATION CHANGES
HISTORIC REVIEW SUBMITTAL



EXISTING



PROPOSED



50' - 0"

VCA
VALLEY CENTER
ARCHITECTS

1440 IRVING AVE. OUTBUILDING |
HISTORIC REVIEW SUBMITTAL

PROPOSED WEST ELEVATION

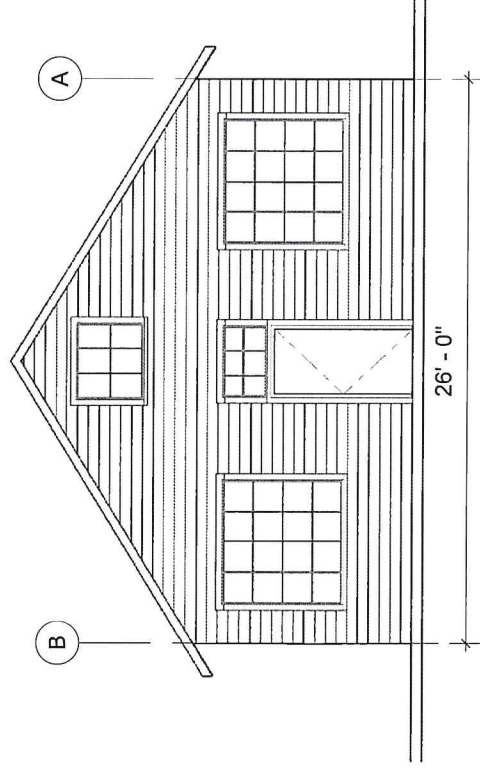
CHANGES DIVISION
MAR 18 2015

COMMUNITY DEVELOPMENT

EXISTING



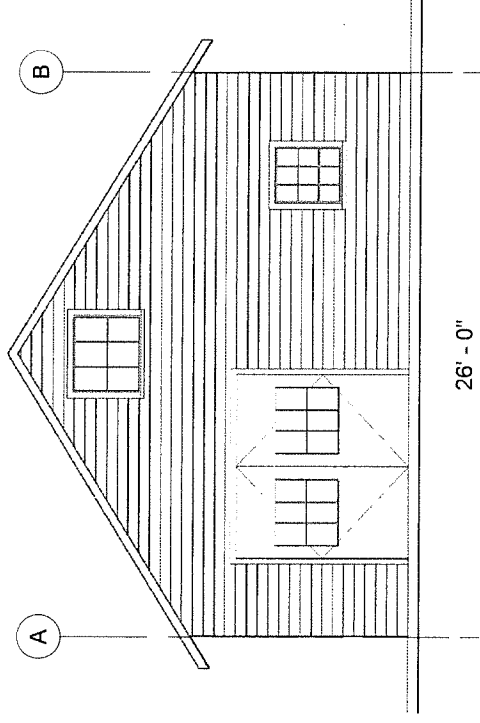
PROPOSED



EXISTING



PROPOSED



Instructions sent to Architect

2-13-19 after

Phone call

Nancy Ferber

From: Nancy Ferber
Sent: Wednesday, February 13, 2019 12:39 PM
To: 'Kai Pannu'
Subject: FW: 1140 Irving Planning Review
Attachments: 2017DEMOLITION.doc; 2017NEW CONSTRUCTION.doc

re: plans
materials
needed for
HLC

From: Nancy Ferber
Sent: Wednesday, January 16, 2019 2:08 PM
To: Brett Estes <bestes@astoria.or.us>; Kris Haefker <haefker@gmail.com>
Cc: Don Vallaster <donv@vcarch.com>; TIMOTHY JANCHAR <timjanchar@mac.com>
Subject: RE: 1140 Irving Planning Review

Hi all,

To follow up from the conversation this morning there are a couple action items and options to move forward. To sum up:

Because this project involves significant need to "disassemble" the existing structure, it's proven tricky to process the request without looking at it as a demolition. So, the best way to move forward for rebuilding the structure as is, is going to look very similar to the first go around: a demo request and concurrent New Construction request, both of which get reviewed by HLC.

There are a couple nuances to be aware of: for the demo request, please make sure to include as much documentation of the existing structure as possible-and/or a narrative about how documentation will occur prior to tearing down any of the site. This will be a recommended condition of approval to provide documentation, which is standard to any demo request.

Along with the demo request, please submit the New Construction form (forms are attached) and updated plans for New Construction. HLC pushed back on the last proposal because the new design was similar, but there were changes to the characteristic of the site so they didn't want to sign off on it as a rebuild.

To avoid that issue again, I recommend compiling the info you've already submitted about what steps you will take at the site, what order, and info about all the materials proposed-and how they will match the existing building. It's good to include narrative about the possibility of salvaging materials too, noting that it sounds like it will depend on the how deteriorated the pieces are.

With this documentation for New Construction, if you do propose any changes to the existing look of the structure, those will need to be pulled out and explained. This would include any skylight proposals and any changes to windows.

The demo and NC permits cover the Historic Review of the site. The location of the garage is what we call "existing non-conforming" meaning it's fine as is, but as soon as you do major work at the site, the footprint has to come into compliance with zoning requirements. To keep the existing footprint right at the property line, which is a pretty important defining feature here are 2 options:

1. Keep the north wall of the site intact, and the Community Development Director can approve the rebuild at the existing location (at the sidewalk line). However, if that wall needs to be removed, it would trigger additional review.

Or

2. If it's not possible to keep that north wall, submit for a variance to Planning Commission from the required setbacks. Although it's ultimately up to Planning Commission to approve, I would venture to guess they would be more supportive of a variance if the proposed design had an HLC sign off already. So should you have to go for a variance, I'd recommend buttoning up the HLC approval first.

I'm happy to answer any questions, I know the permitting process can be tricky to navigate but it sounds like there are some good ideas and the general goal is to restore that great garage!

Best,
Nancy

From: Brett Estes
Sent: Tuesday, January 15, 2019 2:45 PM
To: Kris Haefker <haefker@gmail.com>; Nancy Ferber <nferber@astoria.or.us>
Cc: Don Vallaster <donv@vcarch.com>; TIMOTHY JANCHAR <timjanchar@mac.com>
Subject: RE: 1140 Irving Planning Review

Kris,

While this is not a complicated building, how deals with Development Code provisions is complicated. I have expressed to Nancy that if at any point in time the building will be disassembled completely, this necessitates a demolition permit from HLC. I do feel a meeting is in order to flesh out further. The information below is definitely helpful but some questions still remain. The focus of the discussion will be dealing with what portions of the building will be remaining at these various steps. What is your schedule like between 3:30 and 5? We should be able to do this at City Hall.

Thanks!
Brett

From: Kris Haefker [<mailto:haefker@gmail.com>]
Sent: Sunday, January 13, 2019 9:26 PM
To: Nancy Ferber <nferber@astoria.or.us>
Cc: Don Vallaster <donv@vcarch.com>; Brett Estes <bestes@astoria.or.us>; TIMOTHY JANCHAR <timjanchar@mac.com>
Subject: Re: 1140 Irving Planning Review

Hello Nance and Brett.

Please note that this is NOT a complicated building . IT is only a single skinned garage! I'm not sure how much detail I can provide on a building with minimal detail.

I can meet at the building location early this week if that helps.

On Jan 11, 2019, at 4:20 PM, Nancy Ferber <nferber@astoria.or.us> wrote:

Hi Kris,

Because this is a unique proposal to disassemble and repair a historic structure, I need some additional information to be able to sign off on the building permit.

Do you need to know fastening patterns, fastening materials, etc?

I know you'd like to keep it out of HLC as a demolition request, but I don't have enough information to do so at this point.

Please let me know what other information you need if the items listed below aren't enough. If you require HLC again, I don't think the client should have to pay an additional fee. Maybe this could be listed as a continuance.

I have the "scope of work" document from 10/23 and the "schedule process" from 11/26. To be able to sign off on the work with a certificate of appropriateness, or determine repair work is exempt from review, we need to know each step of the process of work you intend to do at the site.

Will foundation work be first?

Does the foundation need to be first? For repairs, you usually start from the top and work down.

The plan was not to lift the building. It will be very difficult to do since the walls are in such poor shape. It will also add a huge cost to the job. That would be total waste! The plan is to remove, repair, and replace damaged components of the building starting from the top, working our way down, and then building back up again..

A drawing will be provided to list the locations and dimensions of the existing windows and doors.

The main alteration to this building will be the concrete foundation (monopour slab) and floor instead of the wooden floor system sitting on dirt and rubble.

Step 1:

- Remove and dispose of all existing roofing material. There are several roofing layers. The bottom layer is composed of cedar shingles.

- Remove all skip sheathing (1x4) and dispose of it. Its very difficult to reuse skip sheathing since its littered with nails and is usually a lower quality wood that is difficult to remove.

- Rebuild roof system with new rafters and skip sheathing after the steps listed below are completed.

Step 2:

- Remove the siding (1x6 stock). Inspect, sort, and store all reusable material. Have new stock processed to match the existing. A special knife might need to be fabricated to match the wood profile. All material will be mixed grain Douglas Fir or Western Red Cedar.

Step 3:

- Remove window units. Probably fabricated new frames for the existing sash. Sash will be restored or replicated. A new sash weight system might be installed to counter balance the sash. The existing sash do not have weights and used a "pin system" to hold them open.

Step 4:

-Remove the structure's 2x4 frame. Most of the structure's frame is in very poor condition. As per some HLC members input at the last meeting, we would reframe the walls using 2x6. All original material would be inspected, sorted, and stored. Salvaged material can get woven back into the project.

Step 5:

-Remove flooring. The existing floor is composed of 2x stock of various lengths and widths. All original material would be inspected, sorted, and stored. Usable material can get woven back into the project.

Step 5:

-Remove misc. 4x floor joists. These are interesting sticks of wood. They appear to be salvaged material. The edges are eased and have numerous fastening holes. The material was probably from an old boat yard. This stock, if in good condition, might be repurposed for the interior buildout. Please note, Most of the floor and substructure has bug damage.

Step 6:

-Prep and pour concrete slab. Have Pre-inspection for steel, plumbing, etc.

Step 7:

-Frame walls and sheath with plywood. Install a vapor barrier using staples.

Step 9:

-Frame roof structure and install 1x4 skip sheathing.

Step 10:

-Install Cedar shingle roof system using galvanized shingle nails. Cedar shingles were the original roofing material. Add a metal ridge cap. Replace the wooden gutters with metal ones matching existing wood profile (1/4 round profile).

Step 11:

-Window and Door installation. Install doors and windows in same opening locations. Western red cedar or Douglas Fir would be the material. Hardware finish to be galvanized or oil rubbed bronze. Might add low profile deck mounted skylights on the roof for additional light. The West wall has NO windows!

Step 12:

-Siding and trim to match original and manufactured with Douglas Fir and or Western Red Cedar. Please refer to the drawing.

Step 13:

-Interior build out. Not part of historic review conversation.

Step 14:

-Depending upon condition of light fixtures, restore and rehang existing light fixtures. Otherwise, replace fixtures with something similar in style.

Please let me know what additional info you might need.

Thanks,

Kris

Are you lifting the building while installing foundation etc. As many details as possible in order of when the repairs will be done, and in what order will be helpful. I understand some of the work may need to be altered depending what you find as you tear off pieces of siding etc. I can add conditions of approval for different stages, but can't sign off on a permit yet without having additional information for the steps yet and materials proposed.

Feel free to reach out if you have questions, thanks for your patience as I get caught up on some projects.

Nancy

Nancy Ferber, AICP
City Planner

**YOU ARE RECEIVING THIS NOTICE BECAUSE THERE IS A
PROPOSED LAND USE APPLICATION NEAR YOUR PROPERTY IN ASTORIA**

**CITY OF ASTORIA
NOTICE OF PUBLIC HEARING**

Mail 4-29-19
Email 4-29-19
Web 4-29-19
Pub 5-14-19

The City of Astoria Historic Landmarks Commission will hold a public hearing on Tuesday, May 21, 2019 at 5:15 p.m., in the City Hall Council Chambers, 1095 Duane Street, Astoria. The purpose of the hearing is to consider the following request(s):

- 1) New Construction Request (NC19-02) by Rickenbach Construction, on behalf of the Columbia River Maritime Museum, to locate an outbuilding for storage and model boat rental at a site adjacent to the Columbia River Maritime Museum at 2050 Marine Drive (Map T8N R9W Section 8DA WM, Tax Lot 700, Block 129) in the HR (Hospitality/Recreation) Zone. The site is adjacent to the historic Railroad Depot building at 2042 Marine Dr. Development Code Sections 2.966 to 2.972, Articles 9 (Administrative Procedures), and Article 14 (Civic Overlay and Gateway Overlay), and Comprehensive Plan Sections CP.015, CP.057 and CP.058 and CP 240 to 255 are applicable to the request.
- 2) Miscellaneous Review request (MR19-02) by Ron Neva to paint a series of wall graphics on the columns associated with the east-facing elevation of an existing commercial building at 1335 Marine Drive (Map T8N R9W Section 8CA WM, Tax Lot 2400; Lot 4, Block 57) in the C-4 (Central Commercial) Zone. The site is adjacent to the historic Gimre-Svenson building at 229-239 14th Street and is located in the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 3) Miscellaneous Review Request (MR19-03) by the Astoria Downtown Historic District Association to commission and install professionally painted murals on the walls of buildings on the 13th Street Alley between Duane and Commercial Streets. The murals would be between two commercial buildings, 1295 Commercial Street and 1319 Commercial Street, and 1296 Duane Street and 1310 Duane Street; between lots 3,4,5; between blocks 62 and 136, McClures-Shivley subdivision; Map T8N R9W, Section 8CA, between tax lots 6000/6001 and 6900; C-4 (Central Commercial) Zone. This site is located within the Downtown Historic District. Development Code standards 2.425 to 2.445 for the Central Commercial zone; Article 6 (Historic Properties); Article 9 (Administrative Procedures); and Comprehensive Plan Sections CP.030 to .037; CP.190 to .210 and CP.240 to CP.255 are applicable to this request.
- 4) Demolition Request (DM19-01) by Tim Janchar to demolish an existing garage at 1440 Irving Avenue (Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The garage structure is designated as historic in the Shivley-McClure National Register Historic District and is associated with the single-family dwelling at 828 14th Street. Development Code Standards 2.150 to 2.185, Articles 6 & 9, and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.
- 5) New Construction request (NC19-01) by Tim Janchar to reconstruct the existing garage at 1440 Irving Avenue associated with a single-family dwelling at 828 14th Street ((Map T8N R9W Section 8CD, Tax Lot 12100; Lot 9 and north 50' Lots 7 & 8, Block 20, Shivley) in the R-3 Zone (High Density Residential). The site is adjacent to structures designated as historic in the Shivley-McClure National Register Historic District. Development Code standards 2.150 to 2.185, Article 6 (historic Preservation) & Article 9 (Administrative Procedures), and Comprehensive Plan Sections CP.005 to CP.028, CP.040 to CP.045 and CP.240 to CP.255 are applicable to this request.