



AGENDA

HISTORIC LANDMARKS COMMISSION

June 25, 2018

7:30 p.m.*

*(*DRC will be meeting at 5:00p.m.—prior to this meeting)*

2nd Floor Council Chambers

1095 Duane Street • Astoria OR 97103

1. CALL TO ORDER
2. ROLL CALL
3. MINUTES
 - a. May 15, 2018
4. PUBLIC HEARINGS
 - a. New Construction Request (NC18-01) by Craig Riegelneegg, Carleton Hart Architecture for Hollander Hospitality to construct an approximate 29,782 square foot, four story hotel, adjacent to historic structures, at 1 2nd Street (Map T8N R9W Section 7DA, Tax Lots 11800 & 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria) in the C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone.
5. REPORT OF OFFICERS
6. STAFF UPDATES / STATUS REPORTS
7. PUBLIC COMMENT (Non-Agenda Items)
8. ADJOURNMENT

HISTORIC LANDMARKS COMMISSION MEETING

City Council Chambers
May 15, 2018

CALL TO ORDER – ITEM 1:

A regular meeting of the Astoria Historic Landmarks Commission (HLC) was held at the above place at the hour of 5:15 pm.

ROLL CALL – ITEM 2:

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

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

ELECTION OF OFFICERS – ITEM 3:

In accordance with Section 1.115 of the Astoria Development Code, the HLC needs to elect officers; update Sherri Williams to Tiffany Taylor

President Gunderson announced Tiffany Taylor was the new administrative assistant for the Community Development Department.

Commissioner Burns moved that Tiffany Taylor be elected Secretary for 2018; seconded by Vice President Dieffenbach. The motion was approved unanimously.

APPROVAL OF MINUTES – ITEM 4:

President Gunderson asked if there were any changes to the minutes of April 17, 2018. There was none.

Commissioner Burns moved that to approve the minutes of the April 17, 2018 meeting as presented. Commissioner Osterberg seconded. The motion was passed 6 to 0 to 1 with President Gunderson abstaining.

PUBLIC HEARINGS:

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

ITEM 5(a):

NC17-04 New Construction NC17-04 by Tiffany Booth and Zoe Fenton to reconstruct a single-family dwelling with a one car attached garage at 2609 Irving Avenue. (Continued from October 17, 2017 applicant requested a continuance to July 17, 2018.)

President Gunderson asked if anyone objected to the jurisdiction of the HLC to hear this matter at this time. There were no objections. President Gunderson asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare. Hearing none, she requested a presentation of the Staff report and recommendation.

Planner Ferber stated the Applicant had requested a continuance to July to wrap up final design details. If the application is not ready to be reviewed by the HLC by July, the Applicant would need to withdraw the application and resubmit the project as a new application.

President Gunderson called for public testimony. There was none.

Commissioner Burns moved that the Historic Landmarks Commission (HLC) continue New Construction NC17-04 by Tiffany Booth and Zoe Fenton to July 17, 2018; seconded by Vice President Dieffenbach. Motion passed unanimously.

ITEM 5(b):

EX18-03 Exterior Alteration EX18-03 by Michael Bissell to replace a window, door, and contemporary window with a bank of four wood 1/1 windows on the second floor, rear (north) elevation of an existing single-family dwelling at 3712 Franklin Avenue.

President Gunderson asked if anyone objected to the jurisdiction of the HLC to hear this matter at this time. There were no objections. President Gunderson asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare. Hearing none, she requested a presentation of the Staff report and recommendation.

Planner Ferber presented the Staff report, which recommended approval of the application. No correspondence has been received.

Commissioner Osterberg confirmed the window being removed was not aluminum and that there was no proposal to save or reuse the aluminum window.

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

Michael Bissell, 3712 Franklin Ave, Astoria, said he was getting rid of the aluminum window and the door. He had to get rid of the door for insurance and mortgage purposes. He was pleased with Ms. Johnson's work on the Staff report, adding she had suggested the bank of windows, which was better than what he had come up with. He had looked into replacing the stairs that had originally led to the door, but a previous remodel prevented putting the stairs back. He confirmed that the original window being replaced was impossible to match. He would store the window, but the wood is damaged. The window would require being rebuilt, so it made more sense to just get four matching windows all from the same manufacturer.

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

Vice President Dieffenbach believed the project would be a great improvement.

Commissioner Osterberg moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve Exterior Alteration EX18-03 by Michael Bissell; seconded by Commissioner Burns. Motion passed unanimously.

President Gunderson read the rules of appeal into the record.

ITEM 4(c):

EX18-06 Exterior Alteration EX18-06 by Noel Weber to add a new entryway with door and stairs on the west elevation, and restore existing doors on the north and west elevations of an existing commercial building at 514 12th Street.

President Gunderson asked if anyone objected to the jurisdiction of the HLC to hear this matter at this time. There were no objections. President Gunderson asked if any member of the HLC had a conflict of interest, or any ex parte contacts to declare. None declared. President Gunderson requested a presentation of the Staff report.

Planner Ferber presented the Staff report and noted that the Applicant would be presenting additional photographs. No correspondence has been received and Staff recommended approval of the request.

Vice President Dieffenbach confirmed the double door was on the west elevation.

Commissioner Osterberg said he appreciated the good work in the Staff report, especially the information from the historic inventory and the details about distinctive stylistic feature of the American Renaissance style.

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

Noel Weber, 514 12th Street, Astoria, showed photographs of the restoration work done since acquiring the building about three years ago. He described each photograph and said he was doing all of the work himself. The lintels on the back side of the building were reproduced and installed below the second story windows. A lot of the information they collected for the restoration project came from historic photographs. The iron work above the main entrance on 12th Street was reproduced. The building was an old YMCA building and their first logo was a triangle representing the trinity of mind, body, and spirit. He believed the logo was scrapped in about 1980 and it was nice to add it back to the building. Currently, he was working on the first story windows. He was able to restore the old transoms that were buried behind plywood. Wooden picture windows were built by Wooddale Windows in Portland. Three had already been installed. The aluminum doors currently had tinted glass, but he would be replacing that with clear glass. The west elevation had a single door on the main entrance and he if he could fit double doors in the space, he would do so. The single door was installed to accommodate ADA access. The stairwell would be a steel structure with concrete treads. The iron work on the staircase would mimic the iron work above the main entrance. He wanted to identify the building as two different buildings because it would be used by two different entities.

President Gunderson thanked Mr. Weber for changing out the tinted glass to clear glass on the aluminum doors.

Mr. Weber noted he wanted clear glass so that he could add gold leaf at some point. Gold leaf does not show well on tinted windows.

Commissioner Osterberg asked if the Applicant was proposing to paint the aluminum doors.

Mr. Weber explained that there was some concern about the look of the aluminum compared to the building. Painting the doors a darker color would be a compromise. All of the exterior wood doors on the building would be painted a dark color to match the second story windows. Therefore, if the aluminum doors were not acceptable, he would paint them.

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

President Gunderson said she had been watching the restoration and believed it was a wonderful project. The Applicant was doing a beautiful job.

Vice President Dieffenbach believed replacing the single door with double doors will be great if they can be installed.

Commissioner Osterberg said he was in favor of the proposals and was satisfied with the aluminum finish on the doors. He believed metal was appropriate for this style of architecture.

Planner Ferber suggested the HLC add conditions allowing the aluminum doors to be left unpainted, stating the tinted glass would be changed to clear, and that double doors were preferred on the main entrance.

Vice President Dieffenbach moved that the Historic Landmarks Commission (HLC) adopt the Findings and Conclusions contained in the Staff report and approve Exterior Alteration EX18-06 by Noel Weber, with the additional following conditions:

- Aluminum or paint would be an acceptable finish on the doors
- Double doors were preferred on the main entrance facing 12th Street, but if not possible, a single door would be acceptable
- All of the doors shall have clear glass.

The motion was seconded by Commissioner Burns. Motion passed unanimously.

President Gunderson read the rules of appeal into the record.

SPECIAL ASSESSMENT APPLICATIONS ITEM 6:

Planner Ferber stated Special Assessment applications, which were included in the agenda packet, had been received for the following properties:

- Francis Apartments, 1030 Franklin Avenue
- YMCA, 514 12th Street
- Gustavus Holmes House, 682 34th Street

Vice President Dieffenbach moved that the Historic Landmarks Commission (HLC) recommend that the State Historic Preservation Office approve the Special Assessment applications for all three properties; seconded by Commissioner Burns. Motion passed unanimously.

REPORTS OF OFFICERS/COMMISSIONERS – ITEM 7:

President Gunderson thanked Planner Ferber for carrying the Planning Department over the last several months.

STAFF UPDATES – ITEM 8:

There were none.

MISCELLANEOUS – ITEM 9:

There were none.

PUBLIC COMMENTS – ITEM 10:

There were none.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 5:49 pm.

APPROVED:

City Planner



CITY OF ASTORIA

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COMMUNITY DEVELOPMENT

June 18, 2018

To: Historic Landmarks Commission

Re: Application Materials submitted by Carleton Hart Architecture for Hollander Hospitality to construct a Fairfield Inn.

Due to the size of the applicant's plans, please pick up your copy from the Community Development Department, 1065 Duane St., Astoria.

A pdf version of the plans are also available on the city's website.

If you have any questions, or need additional information, feel free to contact me at (503) 338-5183 or at taylor@astoria.or.us

Tiffany Taylor
Administrative Assistant
Community Development Department





CITY OF ASTORIA
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COMMUNITY DEVELOPMENT

CITY OF ASTORIA

APR 10 2018

BUILDING CODES

NC 18-01 (DR 18-01)

☒ Fee Paid Date 5-1-18 By Visa-LF

FEE: \$350.00

NEW CONSTRUCTION (ADJACENT TO HISTORIC PROPERTY)

Property Location: Address: Second Street and Marine Drive (part of northwest block)
Address TBD – Subdivision/consolidation to be submitted for multiple parcels

#1 2nd st

Lot 1, 2 & W 1/2 Lot
3. E 1/2 Lot 3, 4

Block 1

Subdivision McClures

C-3 – General
Commercial Bridge

Map 80907DA11900
80907DA11800

Tax Lot 11900, 11800

Zone Vista Overlay Zone

For office use only:

Adjacent Property Address:

Classification:

Inventory Area:

Applicant Name: Craig Riegelneegg

Mailing Address: 830 SW 10th Avenue, #200 Portland, OR 97205

Phone: (503) 206-3191 Email: craig.riegelneegg@carletonhart.com

Property Owner's Name: Hollander Hospitality

Mailing Address: 119 North Commercial Street Bellingham, WA 98225

Business Name (if applicable):

Signature of Applicant: [Signature] 4/6/2018

Signature of Property Owner: [Signature]

Proposed Construction: Three floors of wood-framed hotel guestrooms over a concrete podium with covered parking, plus rehabilitation of an existing single-story wood structure to be attached.

For office use only:		5-1-18	
Application Complete:		Permit Info Into D-Base:	
Labels Prepared:		Tentative HLC Meeting Date:	Pending DRC/HLC Scheduling
120 Days:	8-29-18		

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.

The nearby historic structure that establishes the design review requirement is the remains of a series of cannery buildings, including a boiler on a pier, ballast rock, and wood piles. The design responds to these remains in their current state through appropriate references, but moreover demonstrates compatibility with the working waterfront character of the area's past that this historic landmark signifies. Please reference the attached design narrative (Part 1) and images (Part 2) for comments addressing specific criteria.

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 location and orientation are typical of overland buildings in the historical waterfront area. Numerous buildings, sometimes supporting the cannery and other water-industrial uses built overwater to the north, were oriented east-to-west on the long side. On this site and many nearby, buildings were constructed at varying location along the riverbank as needs dictated; this location is conformant with typical building locations relative to geography, street layout, and other context. See supporting documentation for more detail.

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.

Supporting documentation in Part 2 contains all of the materials listed above, plus additional text and graphic information identifying how the proposed project has satisfied the requirements for historical compatibility.

STAFF REPORT AND FINDINGS OF FACT

June 18, 2018

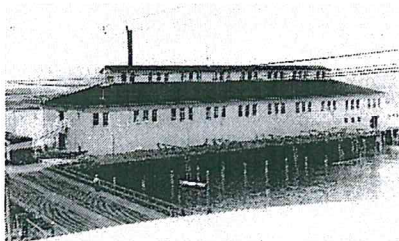
TO: HISTORIC LANDMARKS COMMISSION

FROM: NANCY FERBER, PLANNER 

SUBJECT: NEW CONSTRUCTION REQUEST (NC18-01) BY CRAIG RIEGELNEGG ON BEHALF OF CARLETON HART ARCHITECTURE TO CONSTRUCT A FOUR STORY HOTEL AT 1 2nd STREET

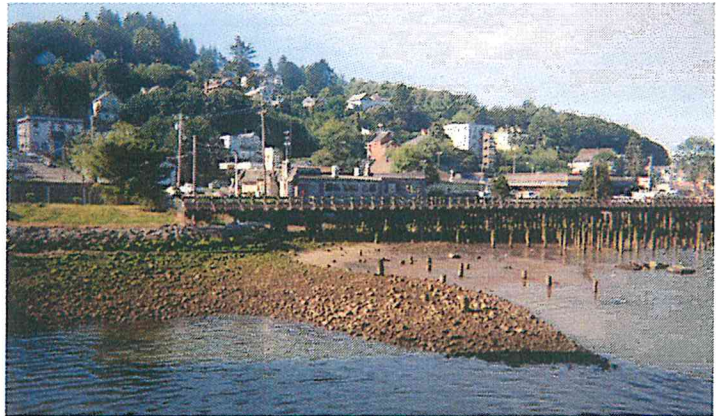
I. BACKGROUND SUMMARY

- A. Applicant: Craig Riegelnegg – Carleton Hart Architecture
830 SW 10th Avenue, #200
Portland OR 97205
- B. Owner: Hollander Properties LLC
Fair Whether LLC
Mark Hollander
119 North Commercial Street # 165
Bellingham WA 98225
- C. Location: 1 2nd Street Tax Lots 11800 & 11900; Lots 1, 2, 3, 4, Block 1, McClure; and Map T8N R9W Section 7DB, Tax Lots 1300, 1400, 1501, 1700; Unplatted lots fronting on Block 1, Hinman's Astoria
- D. Classification: New construction within the Bridge Vista Overlay Zone requiring DRC review, and adjacent to site designated as historic requiring review by HLC
- E. Proposal: To construct a new four story hotel
- F. Zone: C-3 Zone (General Commercial), Bridge Vista Overlay Zone (BVO), Flood Hazard Overlay (FHO), and CRESO Zone



II. BACKGROUND

The subject property is located on the north side of Marine Drive, between vacated 1st street, west of 2nd street, and south of the shoreline. The site is significant for historic review due to the unique structural features that remain of the White Star Cannery, and canneries that were once vital to Astoria's culture and economy.



The property adjacent to the development site was approved by HLC for historic designation as a local landmark (HD15-01) on November 17, 2015.

The buildings at the historic site no longer exist, however the remaining features include the pilings that once supported the docks and buildings, and a boiler from the White Star Cannery as well as ballast rock left by fishing vessels. Few structures such as this remain within the City to represent the fishing industry and working waterfront.



The historically designated site was once the site of several fish processing companies including White Star, Van Camp, Sanborn and New England Fish Company.

The location also lies within the Bridge Visa Overlay zones, one of four areas in the City's Riverfront Vision Plan. The Bridge Vista Overlay zone (BVO) purpose as adopted in the City's Development Code, is to "*implement the land use principles of the Astoria Riverfront Vision Plan...the (BVO) Zone is intended to serve objectives including supporting water-dependent and water-related uses and new uses consistent with Astoria's working waterfront; encouraging design that is compatible with the area's historic and working waterfront character; protecting views of and access to the Columbia River; enhancing open space and landscaping, particularly adjacent to the River Trail; strengthening the pedestrian orientation and gateway characteristics of the area; and allowing for commercial and residential uses that complement the Downtown core and support other planning objectives for the area. The BVO Zone extends from approximately the West Mooring Basin to 2nd Street and between West Marine Drive / Marine Drive and the northern edge of overwater parcels on the Columbia River, as shown in the City's Zoning Map.*" The proposal is also under review by the Design Review Committee for adherence to the BVO criteria.

The current site conditions are noted in the photos below as of June 23, 2018

Area:

The proposed location is bounded on the north by the rail banked property (Riverwalk) to east by 2nd street, and on the west by an adjacent privately owned property. The proposed area includes the existing structures that house Stephanie's Cabin Restaurant and the Ship Inn. The area includes platted lots 1,2,3,4, and tax lots 1300, 1400, 1700 and unplatted lots fronting Block 1. Prior to any construction, the applicant shall submit a lot line adjustment permit to the Community Development Department to combine the lots.

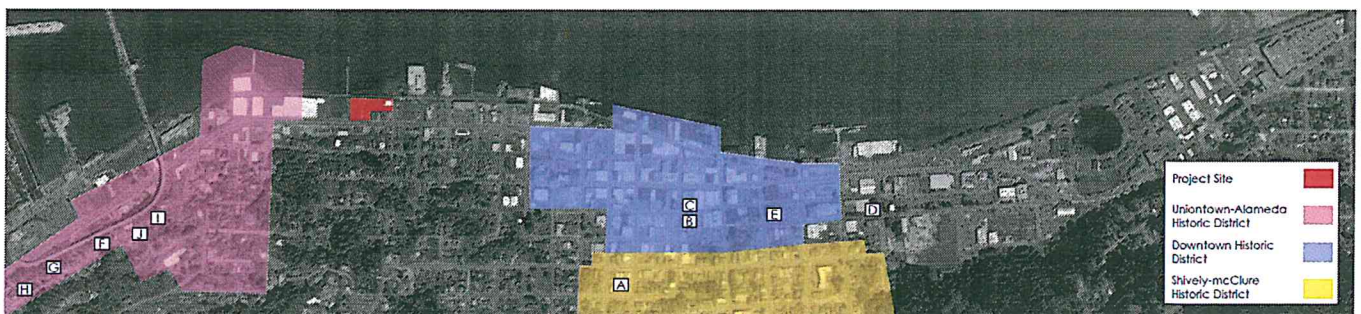


Proposed Construction:

This proposal is to construct a four story hotel with covered parking on the ground floor, and rehabilitating the attached Ship Inn structure as a reception area for the hotel. The proposed new building includes a footprint of 12,518 square feet, over multiple platted lots and tax lots. The applicant indicated a potential future renovation of Stephanie's Cabin site, also located on the property, but is not submitting a proposal for design or use of that structure at this time.

The proposed use of the site is not under review by the DRC, or HLC. Motel/Hotels/Bed and Breakfasts and other tourist lodging facilities are outright permitted use in the C-3-General Commercial Zone. Applicable criteria, including design aesthetics, massing, orientation of the building and adherence to the Comprehensive Plan are reviewed in this staff report. The proposal is also under review by the Design Review Committee for the Bridge Vista Overlay Zone. The site lies between historic districts, noted in the applicant's map below.

Multiple versions of plans have been submitted. Final design documents and site plans are dated April 10, 2018 with the addition amended pages for parking and grading.



III. PUBLIC REVIEW AND COMMENT

Public notice was mailed to all property owners within 250 feet of the property pursuant to Section 9.020 on June 1, 2018. A notice of public hearing was published in the *Daily Astorian* on June 18, 2018. Any comments received will be made available at the Historic Landmarks Commission (HLC) meeting. As required per Article 9, on site notice was posted at the site, near 2nd street.



B. Adjacent Neighborhood and Historic Property

The proposed location is bounded on the north by the rail banked property (Riverwalk) to east by 2nd street, and on the west by an adjacent privately owned property. The proposed area includes the existing structures that house Stephanie's Cabin Restaurant and the Ship Inn. The area includes platted lots 1,2,3,4, and tax lots 1300, 1400, 1700 and unplatted lots fronting Block 1. Prior to any construction, the applicant shall submit a lot line adjustment permit to the Community Development Department to combine the lots. The Bond street hillside rises up south from West Marine Drive and provides a stair stepped view of the historic homes in this neighborhood.

Similar to the Holiday Inn hotel review, located further west in Uniontown, this review of new construction is triggered by the adjacent former canneries, some dating back to 1880. Although the structures are no longer there, the site has remained designated as historic due to their major significance to the history of the waterfront fishing industry in Astoria.

The buildings that would have triggered review were destroyed by a fire. The pilings remain that indicate the original location. The White Star Cannery boiler is the main remaining structural feature of the building and seafood processing operations at the site. The ballast rocks are also indicative of former methods used to stabilize ships until they were loaded with cargo.

The waterfront was once home to over 50 canneries, and Astoria was once headquarters for Bumble Bee Seafood. Only a few structural elements of these sites remain along the waterfront. The pile fields are a key element at the site triggering review for this development because they provide an example of support structures of former fish processing facilities, and are fairly intact.

Most of the existing commercial properties along West Marine Drive are less than four stories high, and are situated on the front property lines. One tall building in the area is the Columbia House Condominium building which has four stories.

Other taller buildings located further west such as the Uniontown Bridge Apartments at 286 West Marine Drive was built as early as 1896 and is the only remaining Finnish boarding house on West Marine Drive. This structure is 3.5 stories high and sits on the front property line.

When the adjacent property was designed for nomination, it had letters of support from the Division of State Lands, who own the submerged lands at the site, as well as the Columbia House Condominium Association. The site is not within an inventoried historic district area, and thus could not automatically be considered a Historic Landmark. Similarly, Josephson's Smoked Salmon Market was never officially inventoried nor designated historic. Background information on Josephson's and the HD 15-01 approval have been included in supplementary documents as reference material.

C. Proposed Structure

Construction at a glance:

Style/Form: Four story rectangular shaped building with a parapet wall. The proposed structure is an addition to the existing Ship Inn, which will be incorporated as a reception area. The building is stepped back on the second and third floors, allowing for additional height.

Roof: The proposed building is 44' 10", with a parapet over the new construction portion, and maintaining the existing mansard sloped roof on Ship Inn. Proposed materials include gray membrane over the new construction and flat portions of Ship Inn, and natural cedar shakes along the existing roofline,

Siding: Samples of proposed exterior wall treatments have been submitted, treatment is a synthetic wood siding with horizontal shiplap, metal panels below guestroom windows, and a metal grate pattern enclosing the parking area.

Door and windows: Entry doors have a storefront glazing, and movable glass wall system. Fiberglass windows with synthetic wood plan soffits, metal flashing, and pressure treated wood furring strips with modular wood framing. Proposed guest doors are glazed fiberglass swing styled

Other Design Elements: synthetic wood plank awnings and cornices

Exterior Lighting: Exterior lighting includes a mix of wall mounted downcast lighting, recessed down lighting under the canopy, parking mounted step lights, 14' parking lot pole lighting, deck lighting and accent lighting for signage (page 37).

Signage: The proposed development includes wall signage on the south elevation and east elevation, and a monument sign. Two wall signs are 57 square feet each, and one 30 square foot monument sign. Materials shall be submitted with a sign permit

and building permit for installation and monument sign reviewed for vision clearance.

Trash and outdoor enclosures: A trash enclosure is proposed on the northwest corner of the property with horizontal synthetic wood plank siding, cast in place steel tube framing and a steel framed locking gate. The proposal also include an enclosure around a transformer, with removable steel bollards.

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

- A. Development Code Section 6.070(A) states that *"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 structure is proposed to be located adjacent to structure(s) designated as historic in HD15-01, November 17, 2015. A letter attached, dated January 12, 2018, from City Attorney Blair Henningsgaard confirms review by HLC prior to development is required at the site.

- B. Development Code Section 6.070(B.1) states that "In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria: The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials."

Finding: Due to the number of features and issues to address in this section, some items will be addressed separately.

- a. Scale and height

Finding: There are no historic buildings on the adjacent site that trigger the review, the historic structures of the pilings, ballast rocks, and boiler trigger the



review. However, the former buildings were built out over the water similar to the structures noted in the photo above. These historic buildings included many combined structures with heights varying from one story to

3.5 stories. The scale of these buildings was large and compatible with the developments at the time. The applicant notes the proposed roof of the hotel helps reduce the overall scale of the building. However, roof lines of the former canneries has low pitched gabled roofs. The flat roof design of the hotel factors more into the height of the structure, not the scale of the building. On page 4 of their applicant materials, the applicant notes a number of working waterfront buildings that have similar simple form as the hotel, but are much smaller in scale, ranging from the 2 story Fisher Brothers building, and single to two story buildings along Marine Drive (nearby structures page 9).

The scale of the structures / site amenities triggering review are less than one story tall. However, it should be noted these items are not buildings, which are more typical in review by the HLC.

The proposed structure is 154' in length, by approximately 67' wide (with a cut in for a loading zone near the Ship Inn site. While a portion of the first floor is dedicated to parking, the main structure, except the Shin Inn renovation, is 4 stories tall.

The proposed structure is 44' 10" tall to the parapet. The maximum allowed is 45' with stepbacks.

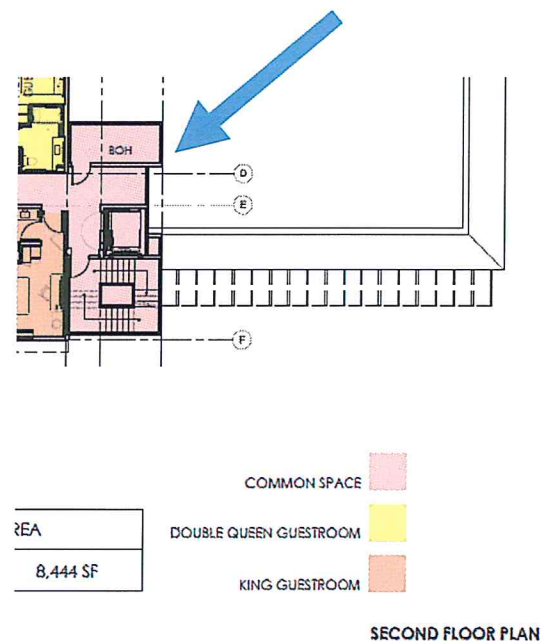
The height of the stairs, elevators and mechanical penthouses are allowed to be taller than the maximum height (# 3 exceptions to building height).

However, article 3.075 specifically notes "Elevator, stair, and mechanical penthouses, fire towers, skylights, flag poles, aerals, and similar objects." The Development Code also allows

"ornamental and symbolic features not exceeding 200 square feet in floor area including towers, spires, cupolas, belfries, and domes, where such

features are not used for human occupancy. The proposed plans on page 39-41 show elevator, stairs and additional common space in the proposed section of the tower that is above the 45'. The applicant has proposed that the Design Review Committee permit the addition of the area referenced as "BOH" as an ornamental tower element. They have stated there is the possibility of including other mechanical equipment in this area.

The massing of the building with the height and width would be permitted within the provisions contained in the Bridge Vista Overlay portion of the Development Code. Comparing construction of a new building with the

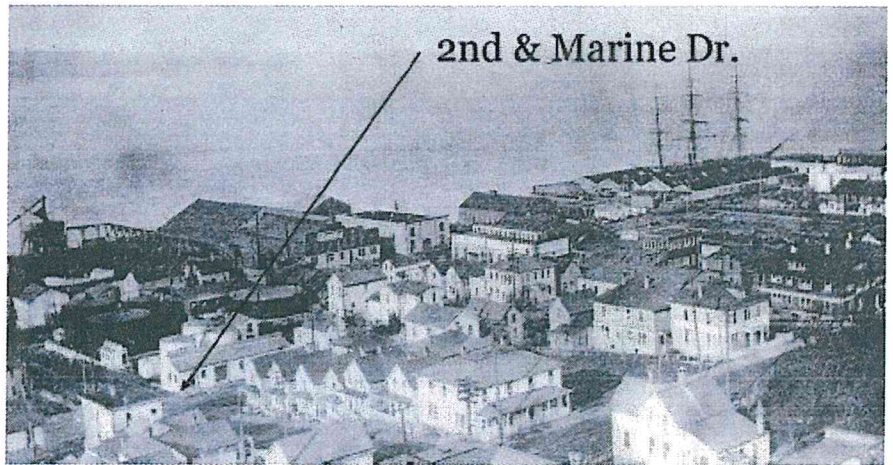


remnants of an overwater cannery is challenging. However, in considering the intent of designating the former site was to preserve the remnants of the cannery, a building which steps back on its north façade addresses the height of the structure. As previously noted many historic cannery buildings were 3.5 stories; however with no step backs as required per current development code standards. The scale of the main building combined with the large massing on the waterfront is at a much larger scale than the historic structures. It's recommended that the HLC determine if the scale of the proposed development meets criteria.

b. Style, Architectural Details and Materials.

Finding: There are no historic buildings on the adjacent site that trigger this review. Again, the designated landmark includes the former portions of the cannery.

Materials which are on the existing site include stone, metal, wood from the pilings and concrete. The former buildings were waterfront



fishing industry buildings that were a mixture of buildings attached together creating a large expanse of built-up area. The buildings had a mixture of gable and flat roofs in multiple directions (noted to the right).

The proposed building has one large footprint, little modulation in the form, and a flat roof. The applicant notes the style of “waterfront industrial is eclectic.” In Appendix A, it is noted that buildings in “Astoria’s Traditional Industrial Waterfront were vernacular and low-style and always grouped by function, and often perpendicular to the shoreline.” The proposed building style does not reflect elements of those styles.

The proposed materials are contemporary which succeeds in differentiating new construction from trying to mimic a historic structure. However, the proposed “Resysta” synthetic wood siding has a grainy texture, that close up provides architectural detailing, but from a distance creates a very flat, plain wall treatment. Two colors are proposed for review by the DRC. The applicant has submitted samples of the proposed

materials. The HLC shall determine if the materials meet criteria for compatibility. Additional materials are noted below:



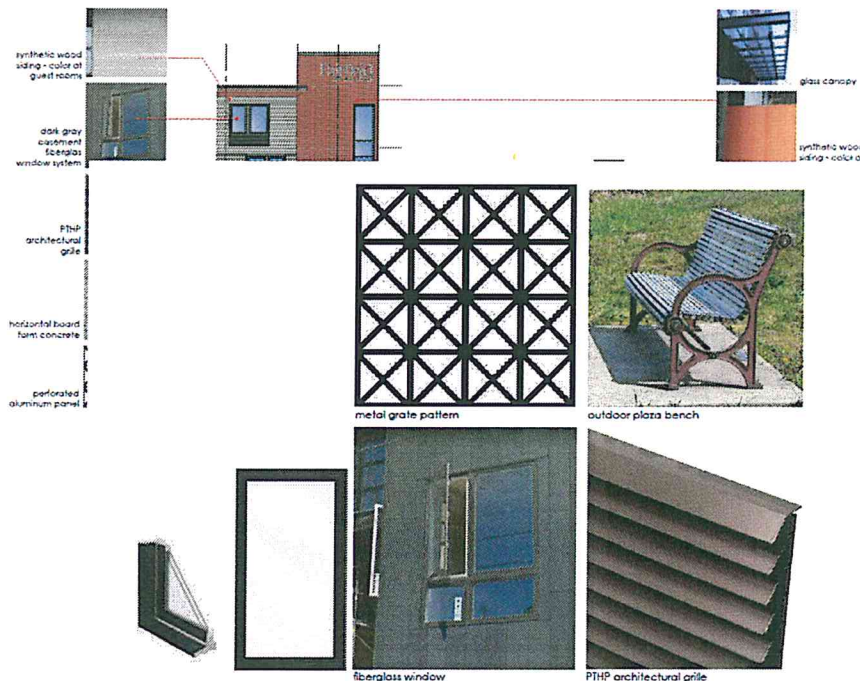
The proposed building is a contemporary design, attempting to reflect the waterfront industrial look with the mixture of roofs, appearance of multiple building parts, and use of wood clapboard and metal siding and standing seam metal roof.

Specific design details about windows, doors, cornices, synthetic wood

awnings, decks, railings, signage and a materials palette are in the applicant's proposal documents from pages 51A to 65. The applicant has provided two designs for the staircase on the west side of the building. The HLC shall determine if the open design noted on page 62, or the alternative screened in enclosed design on page 52 meets criteria in terms of style, architectural detailing and materials.

In weighing the various factors involved concerning Style, Architectural Details and Materials,

including the lack of buildings on the historic sites, distance to the other historic buildings in the neighborhood, and distance of the building from the shoreline, the HLC should determine if the proposed style, details and materials are compatible with the adjacent historic sites/ structures.



The Stephanie's Cabin site is proposed for redevelopment at a future date. Having multiple smaller structures on one site was common with the Industrial Waterfront Development. In other situations larger cannery buildings were located along the waterfront. In comparing the proposed landmark which is not a building there are no comparable setbacks, or other siting elements to set a comparable framework. The Design Review Criteria is reviewing required minimum and maximum setbacks.

The applicant has responded to orientation and location, it is recommend that additional information be provided specifically to siting of the structure and the HLC should review for consistency.

b. Location of Entrances.

Finding: The existing Ship Inn structure is proposed for renovation to create a main entrance/reception area. No changes to that existing building entrance location are proposed. There is one access point off the east end of the 2nd street Right of Way to the Riverwalk.

The former historic canneries had numerous entrances on various sides of the buildings.

In 'Perspective Rendering 2" on page 48 of the application materials, the applicant shows pedestrians between the building and a curb It is unclear where there are entrances to the building on the west end of the façade and if the pedestrian path is an improved area for accessing entrances. In comparing the proposed landmark which is not a building there are no comparable locations of entrances to set a comparable framework. Therefore, in consideration of all the various factors in comparison of the applicable landmark, this criteria is met, however the final site plan could change slightly once the DRC reviews the proposal against their standards and criteria.

D. Development Code Articles 2 Zoning

2.390. USES PERMITTED OUTRIGHT.

The following uses and their accessory uses are permitted in a C-3 Zone if the Community Development Director determines that the uses will not violate standards referred to in Sections 2.400 through 2.415, additional Development Code provisions, the Comprehensive Plan, and other City laws:

10. Motel, hotel, bed and breakfast, inn, or other tourist lodging facility and associated uses.

2.395. CONDITIONAL USES PERMITTED.

2.400. LOT COVERAGE.

Buildings will not cover more than 90 percent of the lot area.

Finding: The proposed use is an outright permitted use. Conditional uses are not proposed with the development. However, the development spans multiple lots and tax lots. The applicant shall combine the lots, and confirm lot coverage and square footage of landscaped open areas with the total square footage of the updated lot configuration. A lot line adjustment format and recorded deed shall be submitted to the Community Development Department.

2.405. LANDSCAPED OPEN AREA.

A minimum of 10 percent of the total lot area will be maintained as a landscaped open area.

2.410. HEIGHT OF STRUCTURES.

No structure will exceed a height of 45 feet above grade.

Finding: An upgraded landscaping plan to scale, meeting criteria shall be submitted and is noted in the associated Design Review Committee application. The common space noted in the tower above the 45' height limit is not exempt from the maximum height requirements. The applicant shall submit revised plans showing the height has been met.

2.415. OTHER APPLICABLE USE STANDARDS.

1. *Landscaping shall meet the requirements of Sections 3.105 through 3.120.*
2. *When a commercial use in a C-3 Zone abuts a lot in a residential zone, there will be an attractively designed and maintained buffer of at least five (5) feet in width, which can be in the form of hedges, fencing, or walls.*

3. *Outdoor storage areas will be enclosed by appropriate vegetation, fencing, or walls. This requirement does not apply to outdoor retail sales areas.*

4. *Where feasible, joint access points and parking facilities for more than one use should be established. This standard does not apply to multi-family residential developments.*

5. *All uses will comply with access, parking, and loading standards in Article 7.*

6. *Conditional uses will meet the requirements in Article 11.*

7. *Signs will comply with requirements in Article 8.*

8. *All structures will have storm drainage facilities that are channeled into the public storm drainage system or a natural drainage system approved by the City Engineer. Developments affecting natural drainage shall be approved by the City Engineer.*

9. *Where new development is within 100 feet of a known landslide hazard, a site investigation report will be prepared by a registered geologist.*

Recommendations contained in the site report will be incorporated into the building plans.

10. *For uses located within the Astor-East Urban Renewal District, refer to the Urban Renewal Plan for additional standards*

Finding: The site does not abut a lot in the residential zone, (2), the outdoor trash enclosure and transformer have screening (3), joint parking will be applicable if/when Stephanie's Cabin site is redeveloped (4) Parking is addressed in Article 7 later is the report (5), no conditional uses are proposed (6) , a sign permit shall be submitted and conform to requirements outlined in Article 14 (7), storm draining will be reviewed by Public Works, the applicant shall submit a grading and erosion control permit to Public Works (8) The area is more than 100' from a known landslide hazard (9), the site is not within the AEURD (10).

Article 3 Additional use and development standards & Article 7 Parking

Finding: The applicant notes a number of applicable sections from Article 3 and Article 7 in the DRC applicant materials. Staff will review applicable sections of these development code sections, including coordinating review by ODOT and Public Works. The Traffic Impact Study is currently under review by ODOT. Should any design changes result from meetings standards such as landscaping and parking, HLC and DRC will be made aware of amendments to the proposal if applicable.

F. Comprehensive Plan

Comprehensive Plan Sections CP.005 to CP.028, CP.067 to CP.068, CP.130 to CP.186, CP.190 to CP.210, CP.240 to CP.255 are applicable to the request. Applicable sections are outlined below:

A. CP.005-.028 General Plan Philosophy and Policy Statement and Natural Features

CP.010. 2. The City will cooperate to foster a high quality of development through the use of flexible development standards, cluster or open space subdivisions, the sale or use of public lands, and other techniques. Site design which conforms with the natural topography and protects natural vegetation will be encouraged. Protection of scenic views and vistas will be encouraged.

Finding: The proposed hotel is a permitted use in the zone and addresses the provisions contained in the Bridge Vista Overlay development code provisions. As noted above the existing Ship Inn building overlaps into the view corridor provision applied along the 2nd Street right of way. However, it is an existing structure to be retained as a part of the development.

CP.015. General Land and Water Use Goals.

1. It is the primary goal of the Comprehensive Plan to maintain Astoria's existing character by encouraging a compact urban form, by strengthening the downtown core and waterfront areas, and by protecting the residential and historic character

of the City's neighborhoods. It is the intent of the Plan to promote Astoria as the commercial, industrial, tourist, and cultural center of the area.

Finding: The Comprehensive Plan allows for new development, and CP.015 specifically states tourist centers for the area. The proposed development would be considered infill construction providing for a more urban form along current strip commercial corridor.

CP.020. Community Growth - Plan Strategy.

(6) The City encourages historic preservation generally, and the restoration or reuse of existing buildings. However, these structures must be improved in a timely manner.

Finding: The Comprehensive Plan allows for new development, and the Historic Landmarks Commission will be reviewing the proposal. The applicant has incorporated the reuse of an existing building (not designed a historic landmark). However, the DRC shall determine if the adaptive reuse of the Ship Inn site has been done so in a manner that not only meets Article 14 criteria, but is in line with restoration and reuse of existing buildings.

CP.068. Astoria Riverfront Vision Overlay Area Policies.

1. Promote physical and visual access to the river. The overall Comprehensive Plan objectives are to:

- a. Maintain current areas of open space and create new open space areas.
- b. Provide for public access to the river within private developments.
- c. Retain public ownership of key sites along the riverfront.
- d. Protect view sheds along the river, including corridors and panoramas from key viewpoints.
- e. Use alternative development forms (e.g., clustered development, narrower, taller profiles, setbacks, stepbacks, and gaps in building frontages) to preserve views.

Finding: The DRC will be reviewing issues related to the River Front Vision Plans. The following was noted in the staff report for DR18-01:

The proposed development addresses the Bridge Vista Overlay portions of the development code which were created to implement the Riverfront Vision Plan.

2. Encourage a mix of uses that supports Astoria's "working waterfront" and the City's economy. The overall Comprehensive Plan objectives are to:

- a. Maintain the authentic feel of the riverfront.
- b. Prioritize siting of water-related businesses along the river.
- c. Allow for some residential development along the riverfront. Emphasizing smaller-scale work force (moderate income) housing.
- d. Allow for development that supports downtown and other commercial areas.

- e. Limit development in areas with most significant impacts on open space, view or other resources.
- f. Promote uses that provide jobs and support the local economy.

Finding: The proposed development is not water-related which would be difficult to conduct with the historic designation of the cannery boiler in the river. The Bridge Vista portion of the Riverfront Vision Plan allowed for on-land hotels which would support downtown and other commercial areas. Cottage residential uses and more open space / view sheds were included for the Civic Greenway portion of the waterfront. The Historic Landmarks Commission should determine if the proposal maintains the authentic feel of the riverfront.

3. Support new development that respects Astoria's historic character. The overall Comprehensive Plan objectives are to:

- a. Enhance or refine Development Code to achieve vision principles.
- b. Implement design review, design standards, or other tools to guide the appearance of new development.
- c. Devote resources to rehabilitating old structures. of public improvements.

Finding: The proposal is under review by the HLC; however provisions noted above address Development Code amendments which have already been completed for the Bridge Vista Overlay (which the site is located). .

C. CP.130 to CP.186 Columbia River Estuary Land and Water Use Section

This section, prepared by the Columbia River Estuary Taskforce (CREST), is the basis for managing estuarine resources in Astoria within a regional framework. CREST is a bi-state voluntary planning organization organized in 1974 to develop a coordinated, regional estuary management plan. The City of Astoria has been a member of CREST since its inception, and the City's elected and appointed officials and staff have participated in the process throughout this period. This section of the plan is intended to satisfy the City's obligations under the Oregon Statewide Planning Goals 16, Estuarine Resources and 17, Coastal Shorelands, and the Federal Coastal Zone Management Act. Under these programs, the Columbia River estuary has been designated "development."

Finding: The applicant has not addressed sections related to the Columbia River Estuary Land and Water Use section. Documentation shall be submitted for review by CREST and/or Community Development Department staff to ensure Goals 16 and 17 are met.

D. CP.190 to CP.210 Economic Development

Finding: The proposal includes a new hotel which addresses goals which state the City will strengthen, improve, and diversify the area's economy to increase local employment opportunities through encouragement of private development for visitors to Astoria.

E CP.240 to CP.255 Historic Preservation

CP.250. Historic Preservation Goals.

The City will:

1. *Promote and encourage, by voluntary means whenever possible, the preservation, restoration and adaptive use of sites, areas, buildings, structures, appurtenances, places and elements that are indicative of Astoria's historical heritage.*
2. *Identify and encourage the inclusion of as many qualified buildings and structures as possible on the National and/or State Registry of Historical Sites, and maintain a City register under the stewardship of the historic buildings and sites commission*
3. *Encourage the application of historical considerations in the beautification of Astoria's Columbia River waterfront.*
7. *Provide appropriate visible recognition of the historical significance of sites, structures, areas (or) elements within the City.*

CP.255. Historic Preservation Policies.

6. *The City will make available to property owners information and technical advice on ways of protecting and restoring historical values of private property.*
7. *The City of Astoria will review land use activities that may affect known archaeological sites. If it is determined that a land use activity may affect the integrity of an archaeological site, the City of Astoria shall consult with the State Historic Preservation Office on appropriate measures to preserve or protect the site and its contents. Indian cairns, graves and other significant archaeological resources uncovered during construction or excavation shall be preserved intact until a plan for their excavation or reinterment has been developed by the State Historic Preservation Office.*

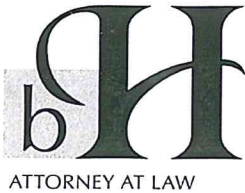
Finding: The HLC should make a determination on these section and it is recommended that the applicant address how the development aligns with the provisions contained in CP.240 to CP.255 . Public notice for the proposed development was sent to SHPO (7), their response regarding archeological sites is often delayed, and will be made available to HLC for review if there are any concerns noted.

V. CONCLUSION AND RECOMMENDATION

It is recommended that Historic Landmarks Commission review the application and determine if the application addresses review criteria. It is recommended by staff that the applicant should provide clarification on the items noted above for the Commission to determine if the criteria are met. Should the HLC approve the current proposal, the

findings of fact will need to be amended. Items to be addressed as a part of the hearing or through possible conditions of approval are noted below:

1. In weighing the various factors involved concerning Style, Architectural Details and Materials, including the lack of buildings on the historic sites, distance to the other historic buildings in the neighborhood, and distance of the building from the shoreline, the HLC shall determine if the proposal is compatible with the adjacent historic sites/ structures
2. The applicant has provided two designs for the staircase on the west side of the building. The HLC shall determine if the open design noted on page 62, or the alternative screened in enclosed design on page 52 meets criteria in terms of style, architectural detailing and materials.
3. The scale of the main building combined with the large massing on the waterfront is at a much larger scale than the historic structures. It's recommended that the HLC determine if the scale of the proposed development meets criteria.
4. The applicant has responded to orientation and location, it is recommended that additional information be provided specifically to siting of the structure and the HLC should review for consistency.
5. The applicant shall address how the development aligns with the Comprehensive Plan, specifically goals and policies around Historic Preservation outlined in section CP.250



23 January 2018

Nancy Ferber
City Planner
1095 Duane St
Astoria, OR 97103

CITY OF ASTORIA
FEB 01 2018
BUILDING CODES

Re: Astoria Historic Review

Dear Nancy,

At your request I reviewed the January 12, 2018 letter from attorney Steven Hultberg. I disagree with his conclusion that a Certificate of Appropriateness from the Historic Sites Commission is not required prior to development of property owned by Hollander Properties, LLC.

As Hultberg notes, the relevant ordinance is ADC 6.070(A). It provides:

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.

Hultberg concludes that the Hollander properties are not "adjacent to or across a public right-of-way from a Historic Landmark." I disagree with his conclusions. Although the Riverwalk is a public right of way that fact is not relevant; the Hollander property is adjacent to an Historic Landmark.

The City acquired its interest in the Riverwalk in 1996 from Burlington Northern. The City acquired what Burlington Northern owned described in the deed as a "right-of-way." The transfer was made pursuant to the National Trails System Act of 1983. The purpose of the act is to preserve railroad rights-of-way that would otherwise be abandoned. Federal law, as well as our agreement with Burlington Northern, requires the City to preserve the right-of-way for trail use. What the City acquired is an easement that crosses adjacent properties. Ownership

BLAIR J. HENNINGSGAARD
ATTORNEY AT LAW
818 COMMERCIAL, SUITE 403
P.O. BOX 1030 • ASTORIA, OR 97103
503-325-0151 • FAX 503-325-5768

of those adjacent properties extends to the middle of the right-of-way subject to the right of Burlington Northern to operate its railroad. Federal law, allows the transfer of that easement as a public trail in order to preserve the railroad easement for future use.

Hollander Properties LLC owns tax lots 11900 and 11800 map 8.9.7 DB and lots 1200, 1300, 1400, and 1501 map 8.9.7DA. Lots 1200, 1300, 11900 and 11800 include portions of the Riverwalk and are adjacent to tax lot 4200 map 8.9.7DA a historic site that contains the boiler and other remnants of the White Star Cannery.

Four of Hollander's lots are adjacent to the White Star Cannery property. New construction occurring on the Hollander property will require a Certificate of Appropriateness.

If you have any questions please let me know

Sincerely,

Blair Henningsgaard

"Windshield" inventory, not
officially designated.

106 Marine Dr.

STATE OF OREGON INVENTORY
HISTORIC SITES AND BUILDINGS
State Historic Preservation Office
Oregon State Parks, Salem, 97310

County Clatsop

Theme 10-A, 6-D

Name
(Common) Josephson's Smoked Salmon Market

(Historic) Kinney (Marshall J.) Building

Address 4th & Marine Drive

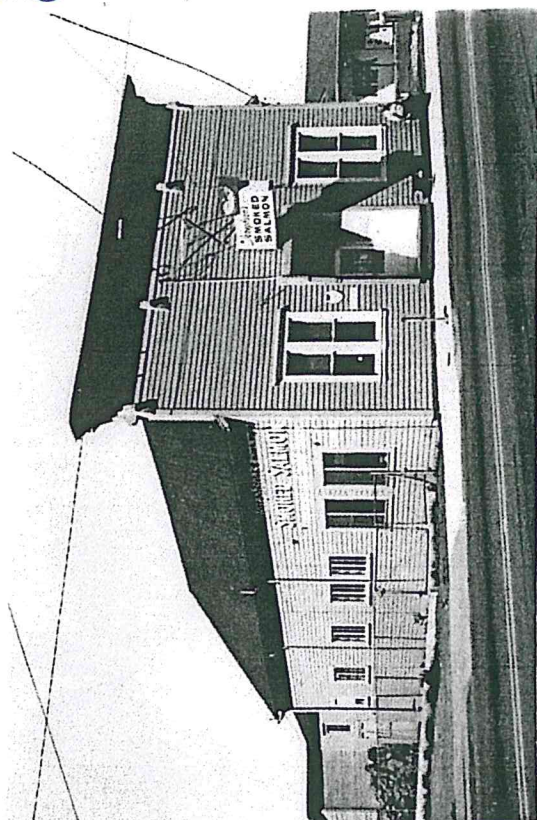
Astoria, Ore.

Present Owner _____

(Address) _____

Original Use Commercial Building

Date of Construction 1898



Physical

historical significance:

Since 1938 this building has housed Josephson's Smoked Salmon Market. Prior to that the building house for thirty years the Columbia River Fishermen's Protective Union. Earlier yet the building was a commercial structure constructed by Marshall Kinney. The building is a one story, wood frame building with a gable roof and a false front. It faces south on Marine Drive. The exterior is horizontal shiplap siding. The windows are one-over-one in simple surrounds. The false front has decorative brackets at its top. There is one brick chimney. More recent lean-tos are attached on the east and north elevations.

Marshall Kinney was brought to Oregon in 1847 when an infant. His father was Robert C. Kinney, a first mill operator in Yamhill and Marion counties between 1859 and 1882. Marshall Kinney attended the McMinnville Academy and in 1868 began management of his father's branch office in San Francisco. In 1876 he became a salmon packer in Astoria and built up the largest cannery in the world in the city. His annual pack reached some 75,000 cases per year. Kinney also developed canneries at Chilcoot and Cape Fox in Alaska and at Fairhaven in Washington. He was also a partner for more than twenty years in the Clatsop Mill Company, a lumbering firm headed by his brother. In 1899 Kinney moved his offices to Portland.

This building has a landmark plaque mounted on its south (front) elevation.
It is in excellent condition.

Continue back if necessary

Recorded by Stephen Dow Beckham Date 11 May 1976 Sources Consulted:

Oregon State Historic Preservation Office

Portrait and Biographical Record of Western Oregon. Chicago: Chapman Publishing Co., 1904, p. 121.

Please enclose map Township 9S Range 9E Section 8

8

repeat #444

BEFORE THE HISTORIC LANDMARKS COMMISSION
OF THE CITY OF ASTORIA

IN THE MATTER OF AN HISTORIC DESIGNATION)

FOR THE FOLLOWING PROPERTY: MAP T8N-R9W)
SECTION 7DA; TAX LOT 14200 & ~~142100~~; SL)
3 - 2ND STREET, ASTORIA OR 97103)

ORDER NO. HD15-01

ZONING: A-2, AQUATIC TWO DEVELOPMENT)

APPLICANT: HISTORIC LANDMARKS COMMISSION)
)

The above named applicant applied to the City for Historic Designation HD15-01 to designate the site and remaining features from the historic seafood industry uses as historic at 3 - 2nd street, generally described as the water area at the foot of 2nd street generally between the existing former pier on the west to the west side of the Columbia House Condominiums, and between the shoreline to the pierhead line at 3 - 2nd Street, Astoria, Oregon 97103.

A public hearing on the above entitled matter was held before the Historic Landmarks Commission on November 17, 2015; and the Historic Landmarks Commission closed the public hearing and rendered a decision at the November 17, 2015 meeting.

The Historic Landmarks Commission orders that this application for a Historic Designation Request HD15-01 is approved and adopts the findings of fact and conclusions of law attached hereto.

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

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

DATE SIGNED: NOVEMBER 17, 2015 DATE MAILED: 11-18-15

HISTORIC LANDMARKS COMMISSION



President



Commissioner



Commissioner



Commissioner



Commissioner



Commissioner



Commissioner

STAFF REPORT AND FINDINGS OF FACT

November 9, 2015

TO: HISTORIC LANDMARKS COMMISSION

FROM: ROSEMARY JOHNSON, SPECIAL PROJECTS PLANNER

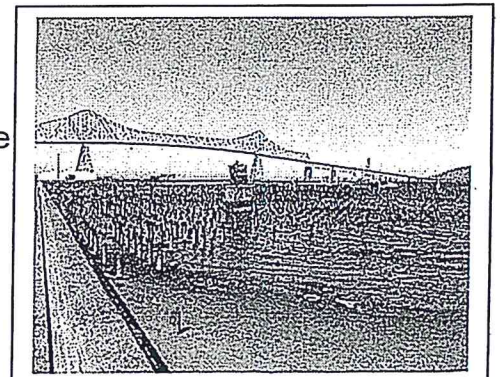
SUBJECT: HISTORIC DESIGNATION (HD15-01) BY HISTORIC LANDMARKS
COMMISSION TO DESIGNATE 3 2ND STREET AS A LOCAL LANDMARK

I. BACKGROUND SUMMARY

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

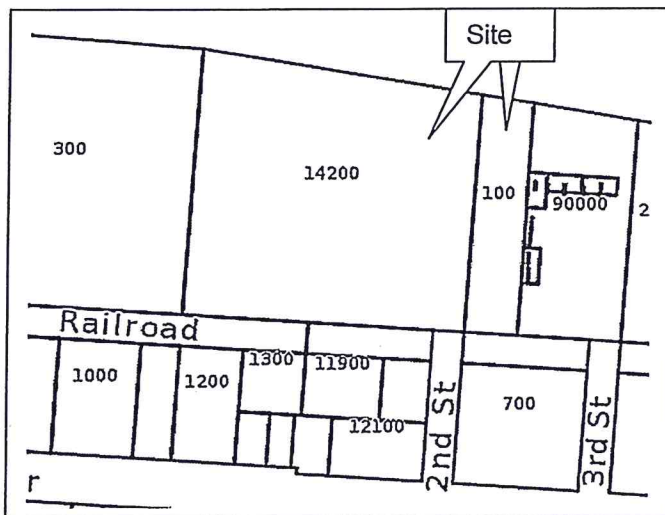
II. BACKGROUND

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



various canneries, and ballast rocks left by the fishing vessels. There are no buildings remaining on the site.

The site is located on the north side of the River Trail between vacated 1st Street and east of vacated 2nd Street, from the shoreline to the pier head line. This site is significant due to the unique structural feature remains of the cannery and as a good representation of the many canneries that once were so vital to Astoria's culture and economy. The site is also significant for its connection to the history of Chicken of the Sea, one of the leading seafood companies in operation today worldwide.



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

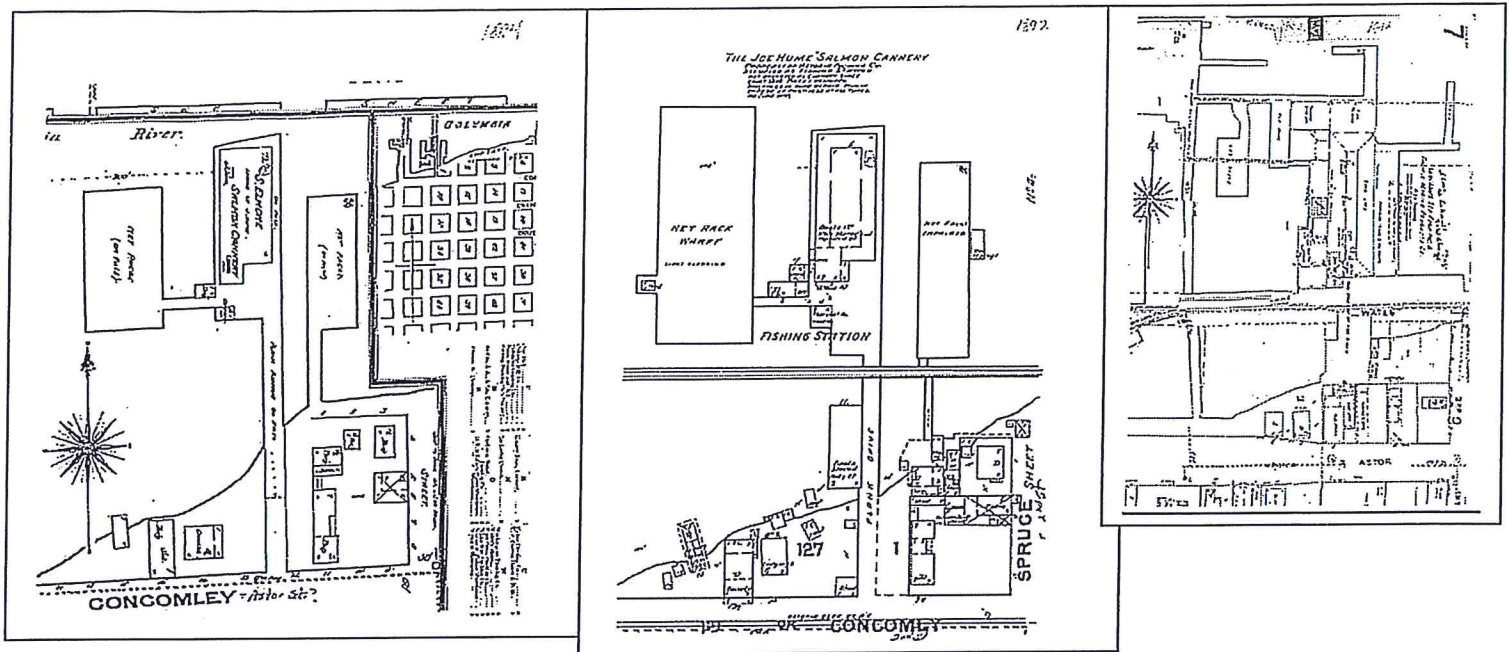
Style: Waterfront industrial (pile support infrastructure & cannery equipment)

Historic Name: White Star Cannery

Common Name: None

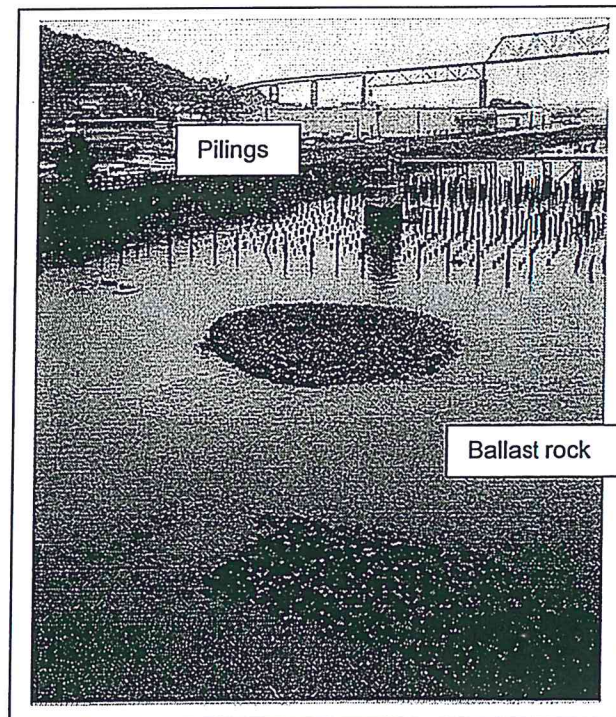
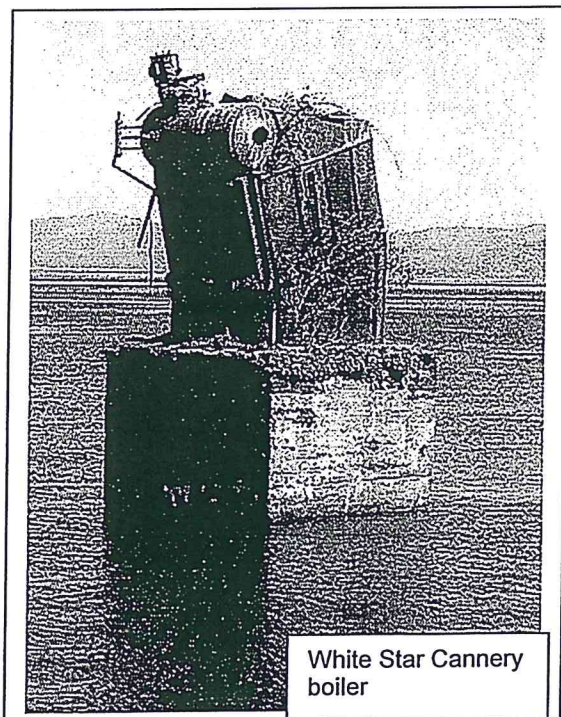
Occupants: See attached "History of Canneries, Businesses, & Site Use" for businesses located at the site. The following are a few highlights of that list:

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



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

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



III. PUBLIC REVIEW AND COMMENT

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

IV. APPLICABLE REVIEW CRITERIA AND FINDINGS OF FACT

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

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

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

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

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

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

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

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

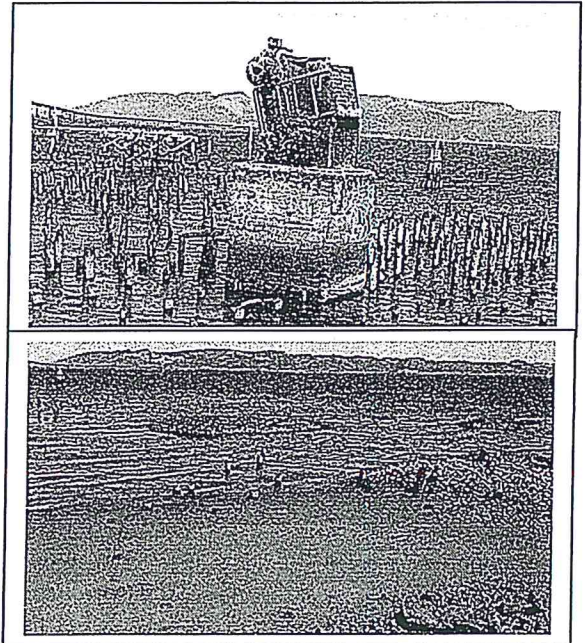
"1. Physical Integrity.

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

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

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

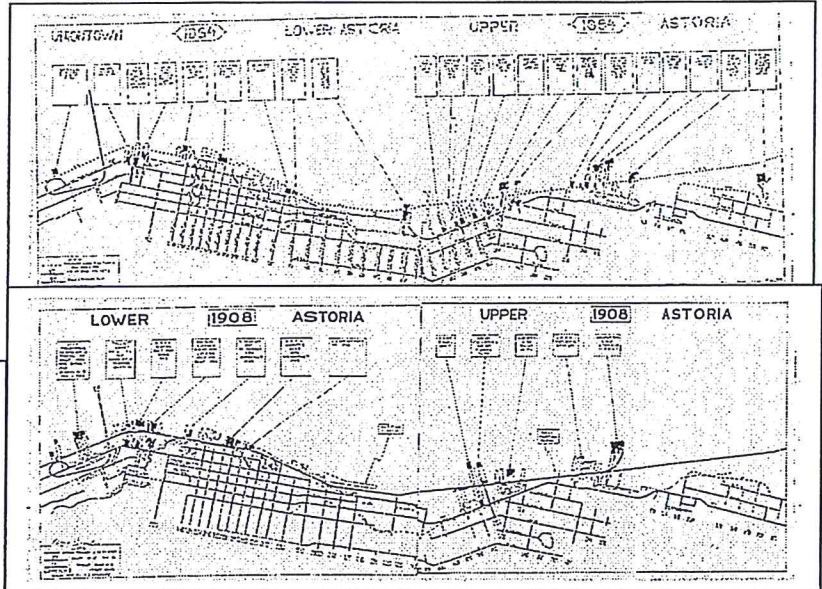
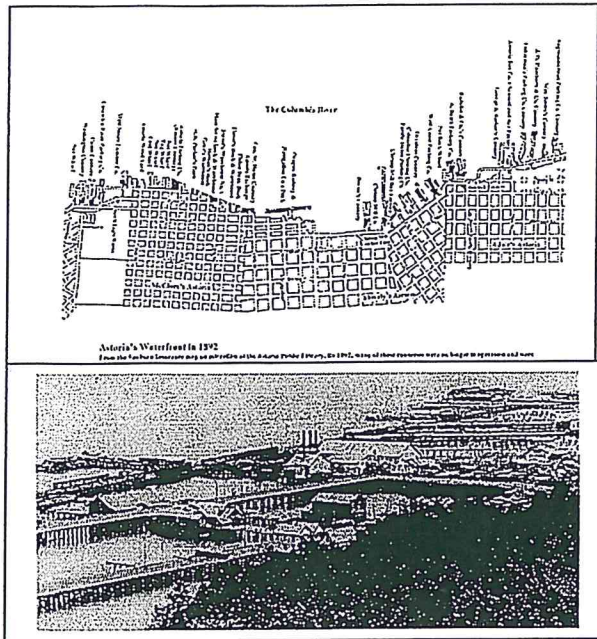
The remaining ballast rocks are indicative of the former method of using rocks to stabilize ships until they were loaded with cargo. Modern technology utilizes tanks with sea water for ballast. The ballast remains in its original position and were not used in sea wall construction as it was elsewhere.



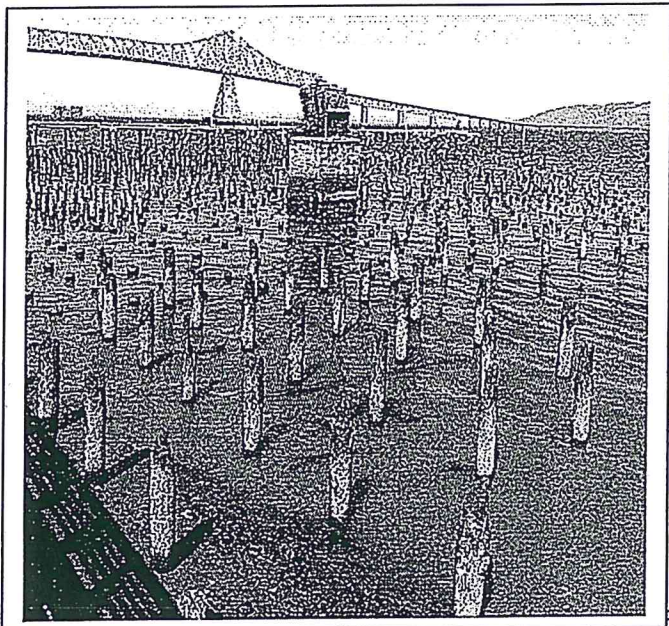
"2. Architectural Significance.

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

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



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

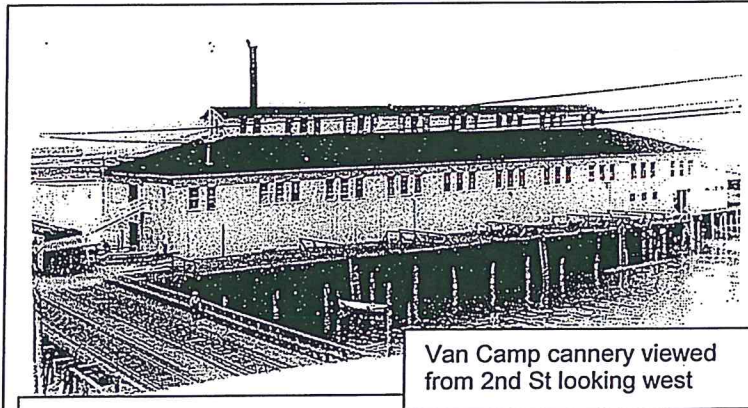


The site is a good example of a structural type (support pilings) representative of the type of supports once common along the waterfront and is among some of the last intact examples surviving in the City.

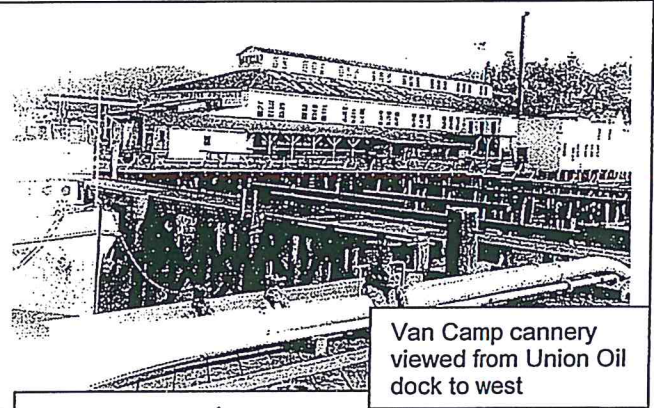
"3. Historical Significance.

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

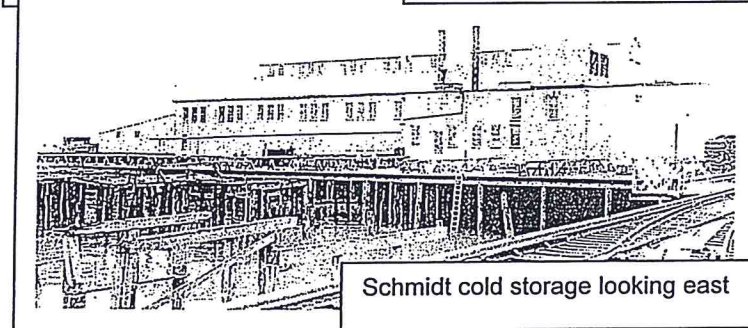
Finding: The site proposed for historic designation was once the site of several fish processing companies including White Star, Van Camp, Sanborn, and New England Fish Company. Van Camp Seafood, which included the White Star Cannery label, officially changed its name to Chicken of the Sea, a worldwide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



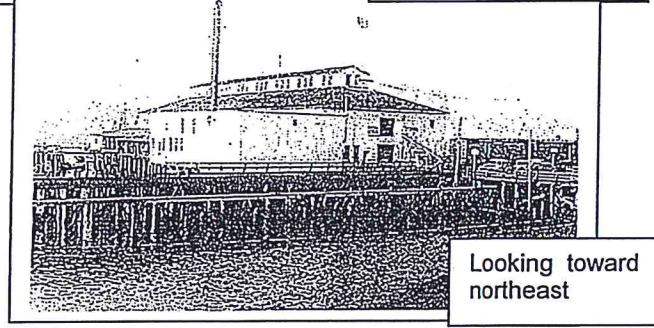
Van Camp cannery viewed from 2nd St looking west



Van Camp cannery viewed from Union Oil dock to west



Schmidt cold storage looking east



Looking toward northeast

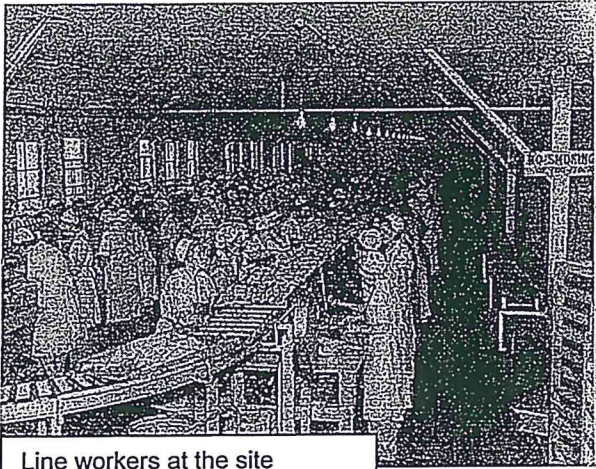
The association of this site with various canneries is significant. Not only does it represent the history of the development of Astoria as a fishing community, but it is associated with a company that is still in operation worldwide (Chicken of the Sea). The phrase Chicken of the Sea, first devised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



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

name. The mermaid icon became official in 1952.

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

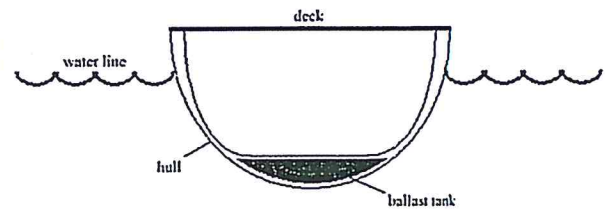
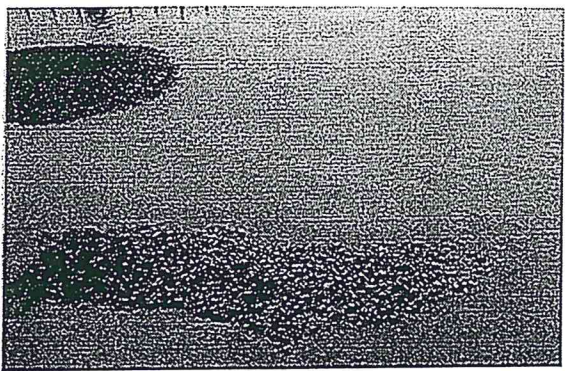


Line workers at the site

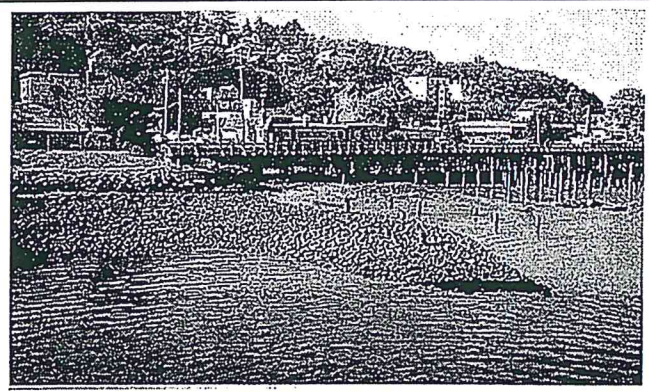
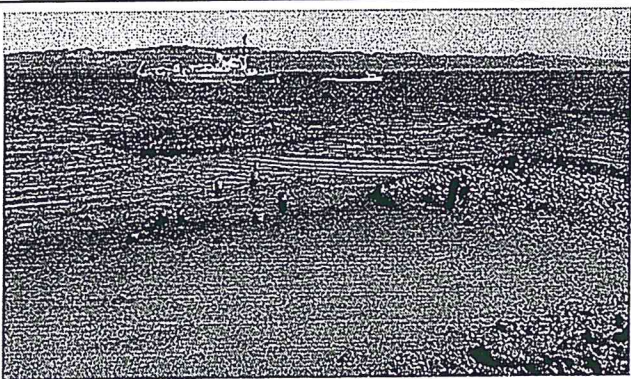


Employee holiday party

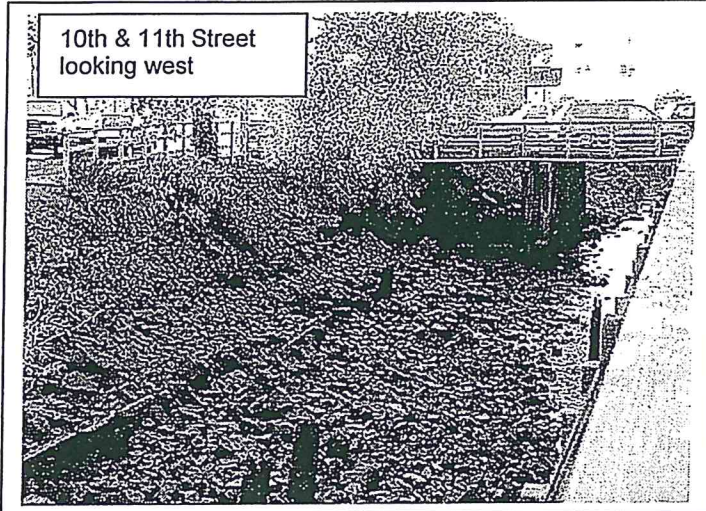
Part of the process of transporting fish is the use of ballast rock (generally river cobbles of all different shapes) to stabilize the ships when empty. Wooden sailing vessels were inherently buoyant, and tall masts made them extremely top heavy. Ballast stones were added or removed as the weight of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



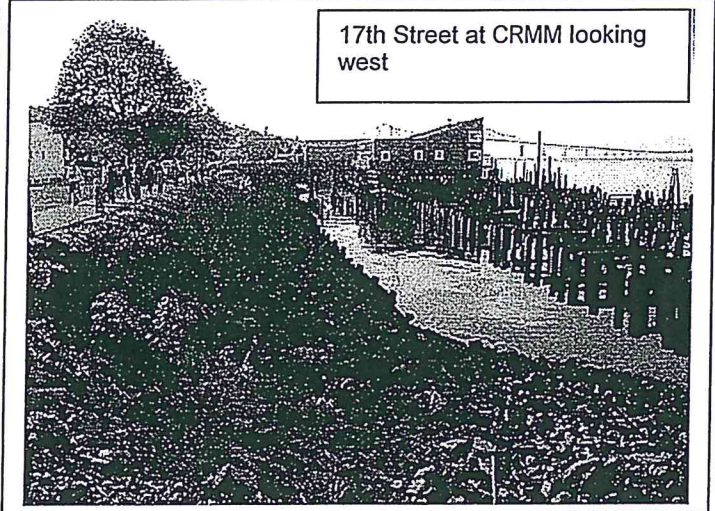
Cross section of a vessel with a single ballast tank at the bottom.



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



10th & 11th Street
looking west



17th Street at CRMM looking
west

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

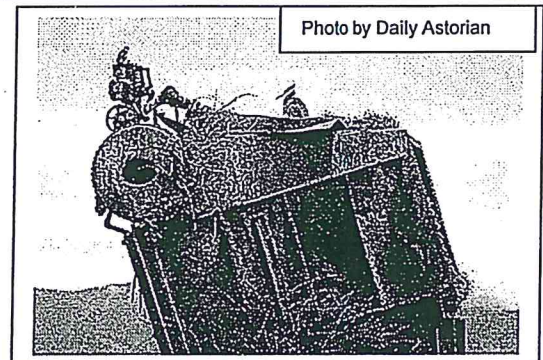
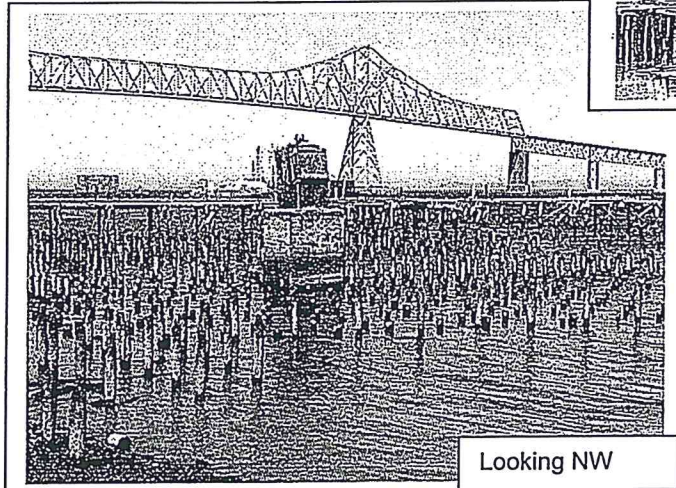


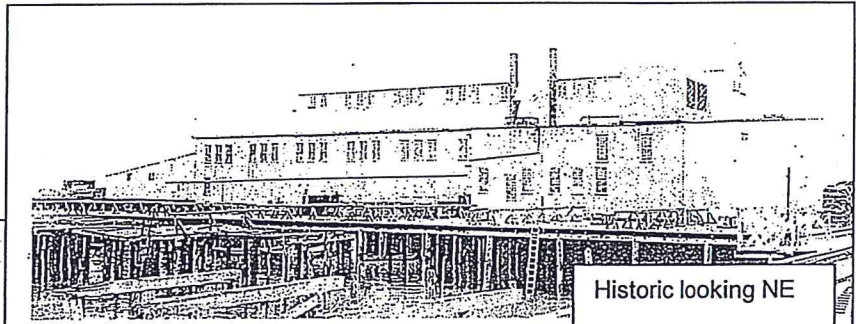
Photo by Daily Astorian

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

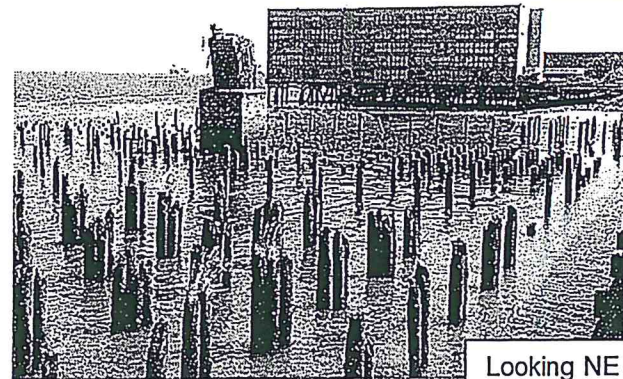
canneries to fail. By 1908, only eight canneries remained in Astoria. The White Star Cannery in Astoria burned down in 1973 and all that remains is the boiler. This remnant represents the time in Astoria's history when we were considered the port town of the West coast rivaling even Portland and Seattle."



Looking NW



Historic looking NE

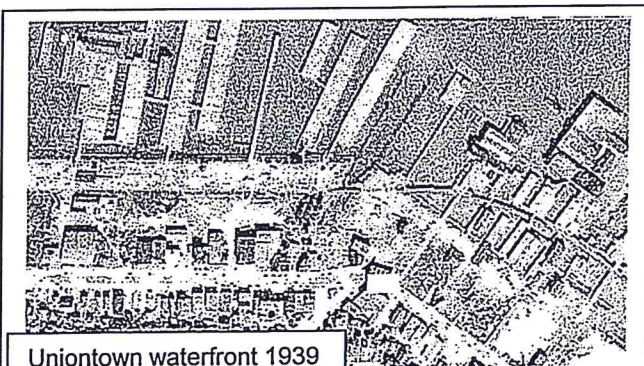


Looking NE

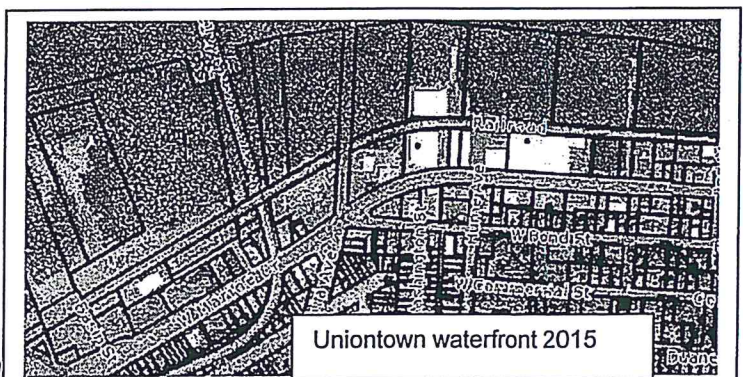
"4. Importance to Neighborhood.

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

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



Uniontown waterfront 1939



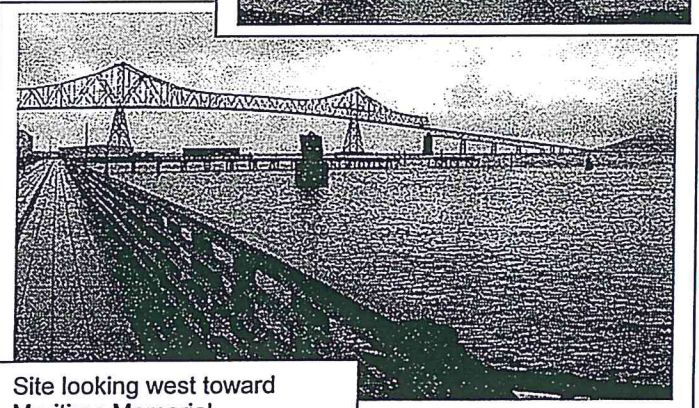
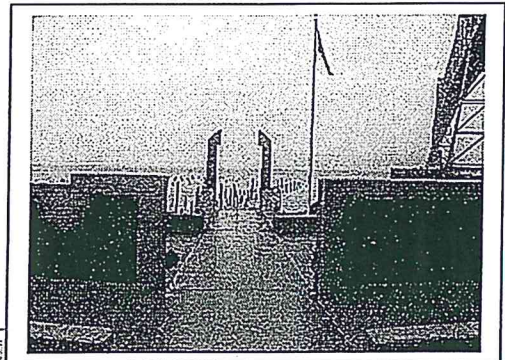
Uniontown waterfront 2015

“5. Symbolic Value.

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

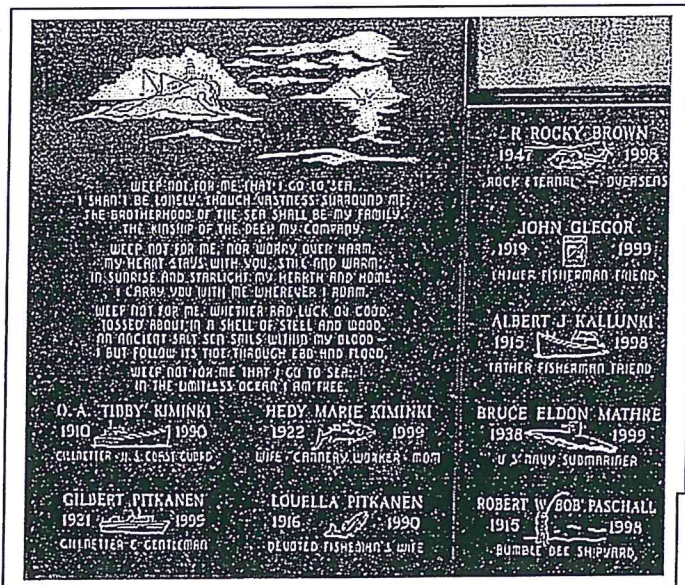
Finding: This site has become a popular attraction along the waterfront for both locals and visitors. The remains of the former cannery and fishing industry invoke a sense of wonder on what the waterfront looked like in days gone by. The site has come to represent the realization that we are quickly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

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



Site looking west toward Maritime Memorial

Portion of Maritime Memorial wall with poem and individual plaques



"6. Chronology.

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

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

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

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

AVERAGE: 34.5 (Noteworthy)

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

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

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

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

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

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

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

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

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

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

VI. CONCLUSION AND RECOMMENDATION

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



CITY OF ASTORIA

Founded 1811 • Incorporated 1856

COMMUNITY DEVELOPMENT

HD _____

FEE: \$50.00

HISTORIC DESIGNATION

Property Location: Address: _____

Lot _____ Block _____ Subdivision None

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

Applicant Name: Historic Landmarks Comm,

Mailing Address: 1095 Duane,

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

Property Owner's Name: DSL ¹⁴²⁰⁰ leased to: Jill Stoheld

Mailing Address: _____ 1615-5th, Astoria

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

Signature of Applicant: [Signature] Date: _____

Signature of Property Owner: _____ Date: _____

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

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

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

to designate the site and remaining features from the historic sea food industry causes as

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

For office use only:

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

HISTORY OF CANNERIES, BUSINESSES, & SITE USE

February 2015

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

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

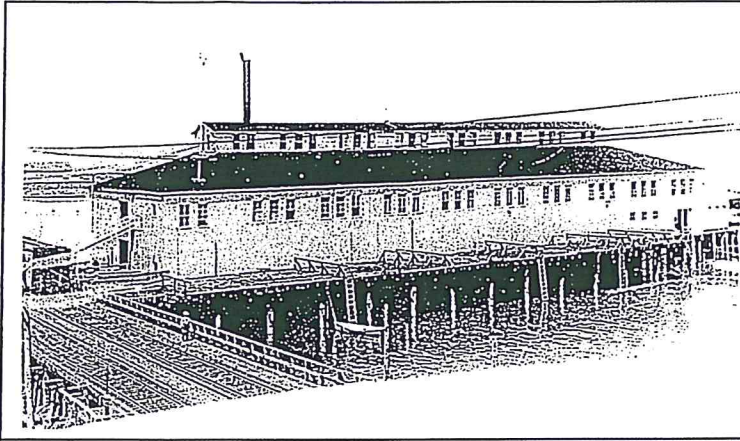
DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
		New England Fish Co headquarters moved from Boston, Mass, to Seattle, WA, because the bulk of its operations were on the West Coast	
1934	New England Fish Co., Waterfront & 1st		
1936	New England Fish Co., Waterfront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

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

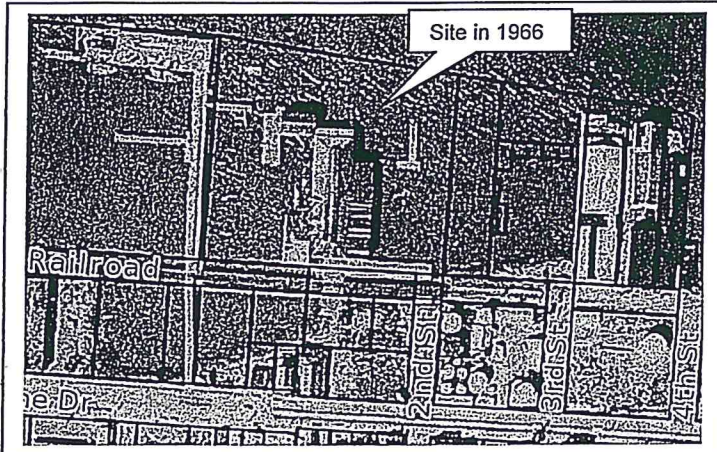
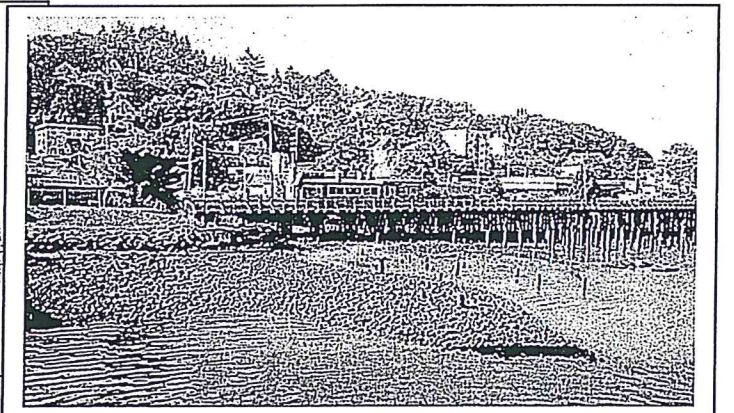
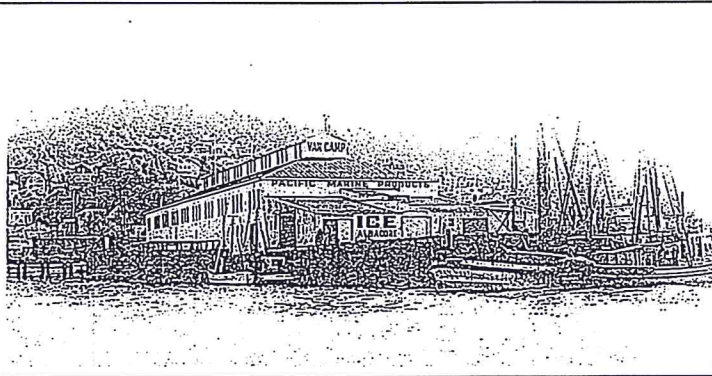
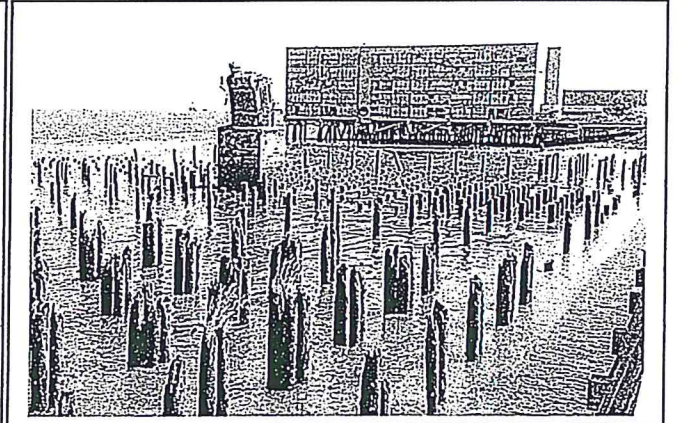
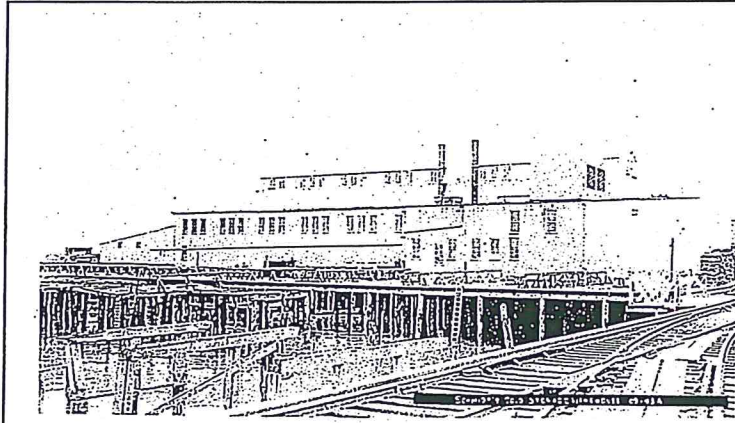
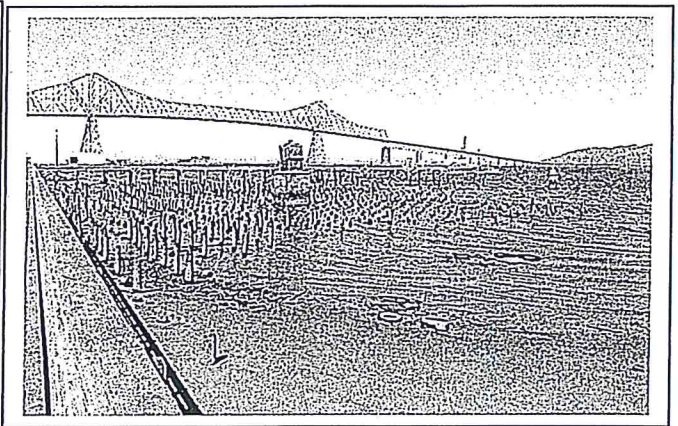
DATE	BUSINESS AT SITE	HISTORICAL FACTS OF COMPANY	HISTORICAL FACTS OF ASTORIA CANNERIES
	Union Oil Dock		
			White Star cannery burns
1974	Same		
1975	Same		
1976	Same		
1978	Same		
1979	Same		
1980	Vacant		
	Union Oil		
			The last major cannery on the Columbia, the Bumble Bee facility at Astoria, closed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

HD15-01 HISTORIC DESIGNATION PHOTOS 3 2ND STREET

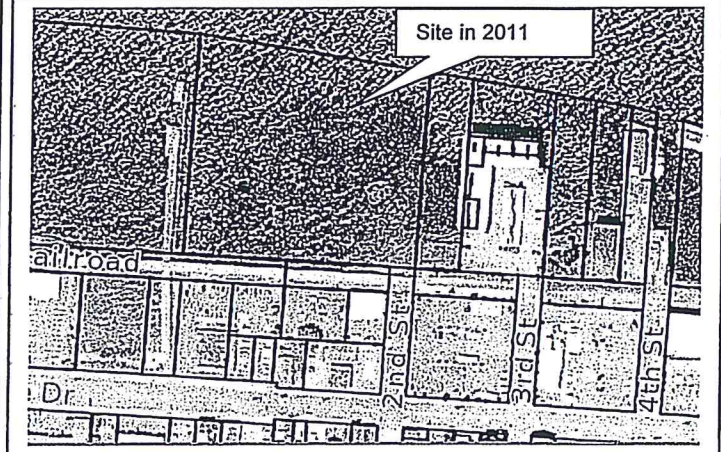
Historic View



Current View

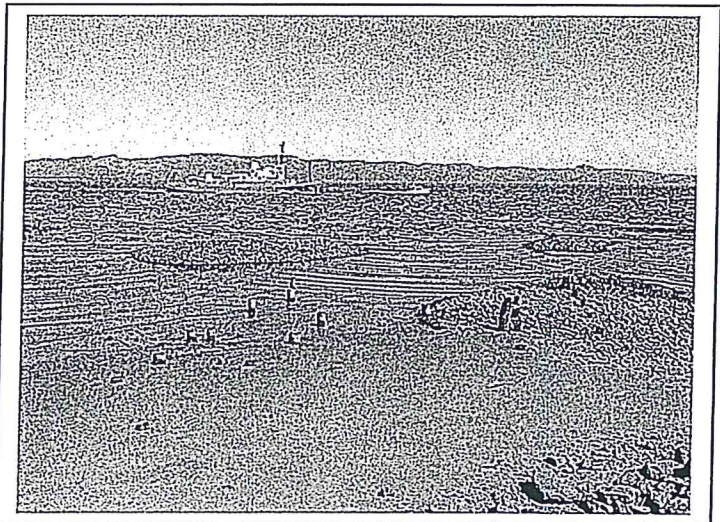
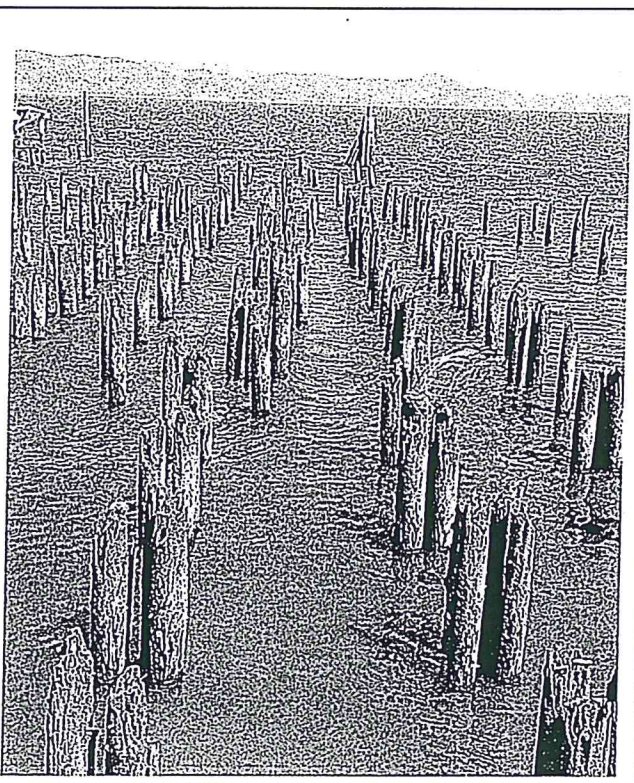
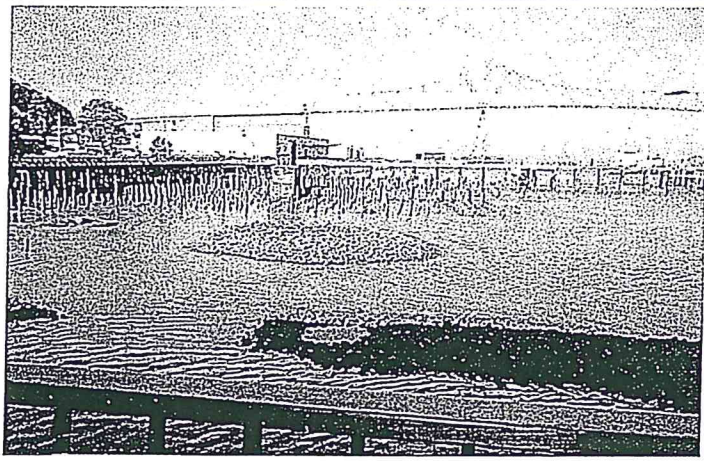
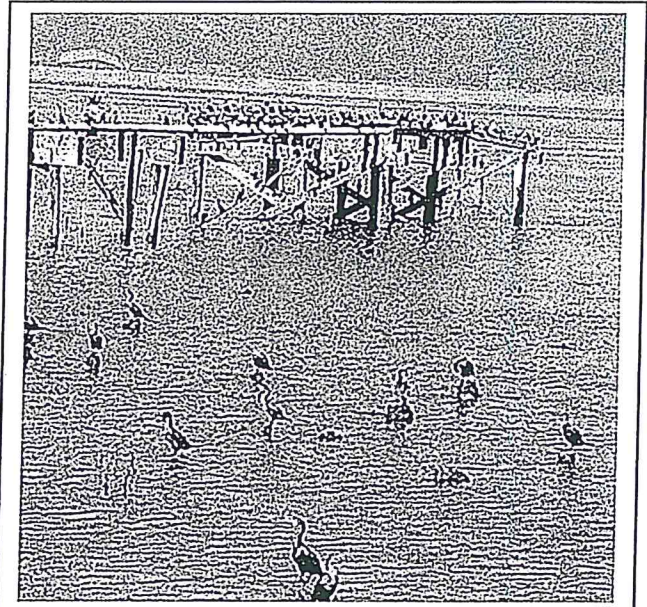
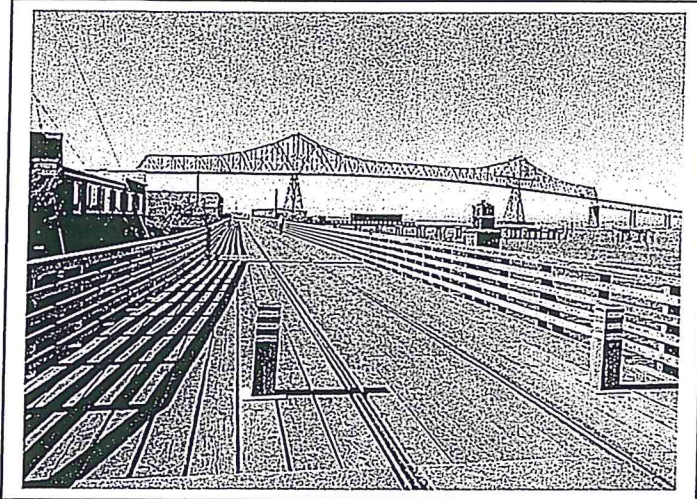


Site in 1966

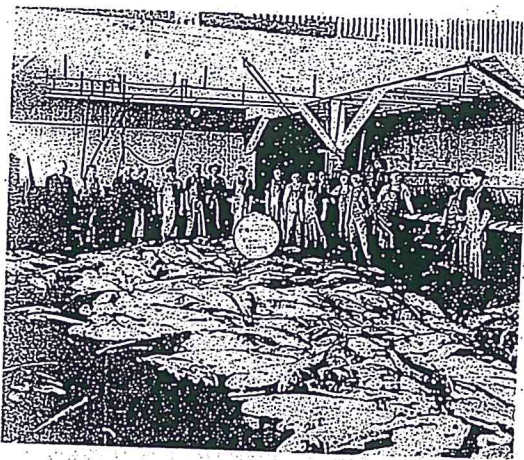
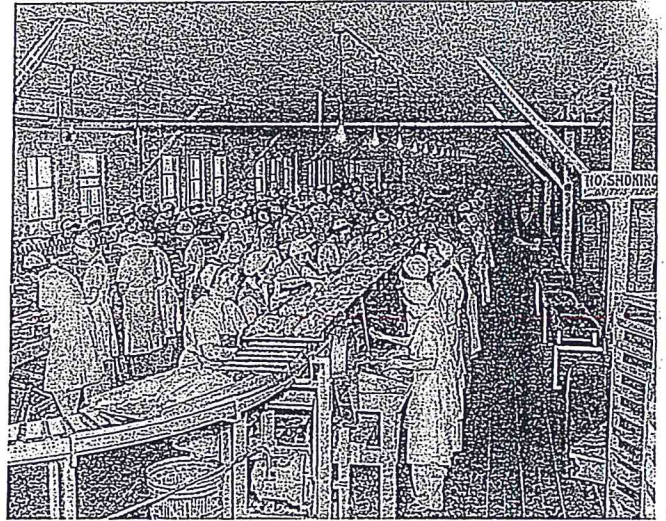
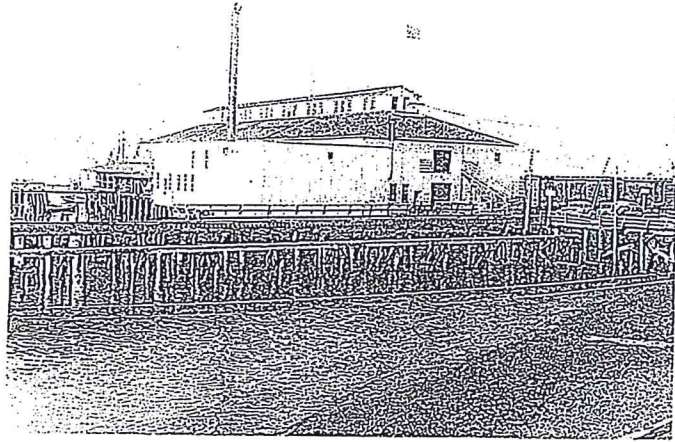
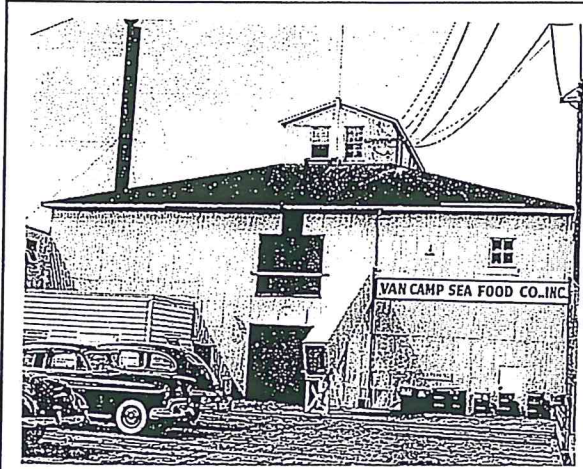


Site in 2011

Miscellaneous Current Photos



Miscellaneous Historic Photos

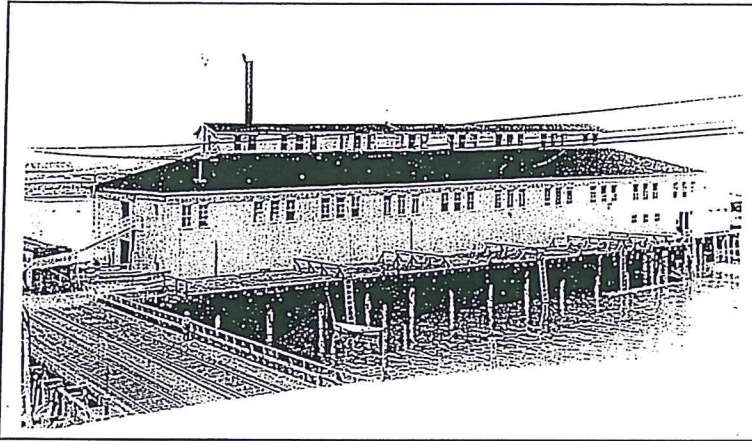


*This picture was
taken at Schmidt's
Cold Storage
Aug 10th 1907*

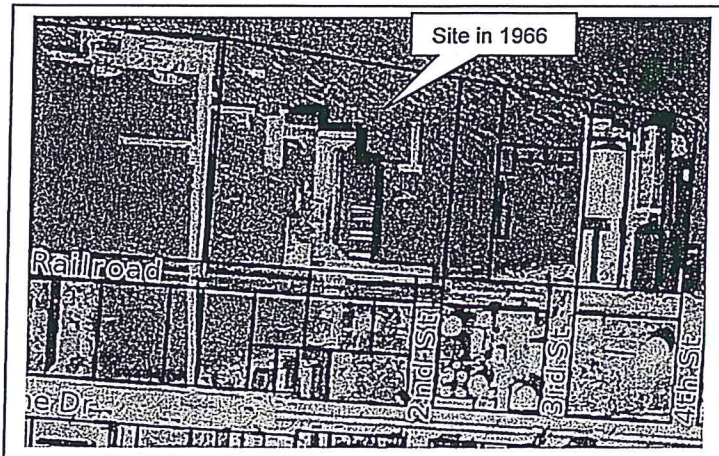
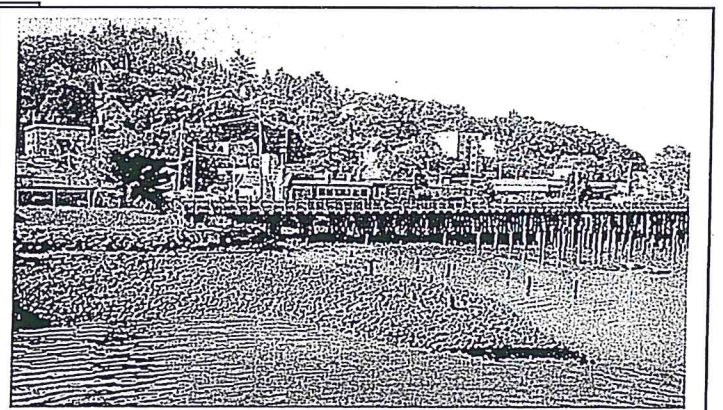
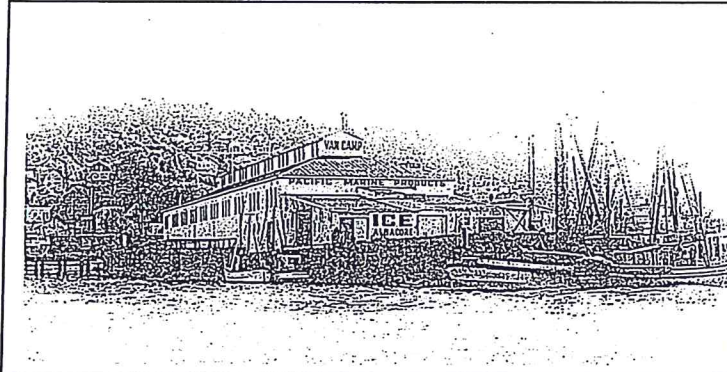
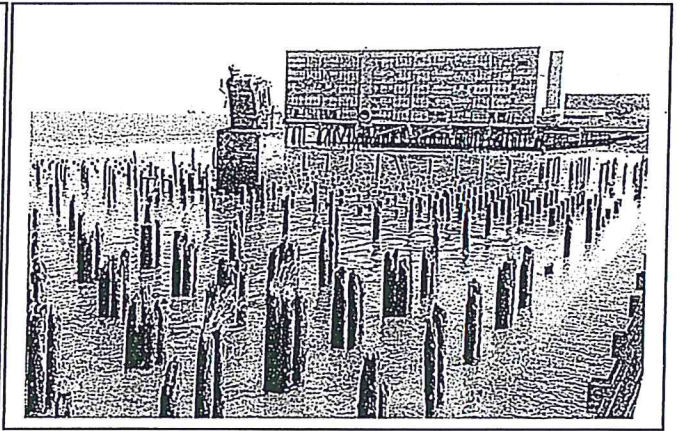
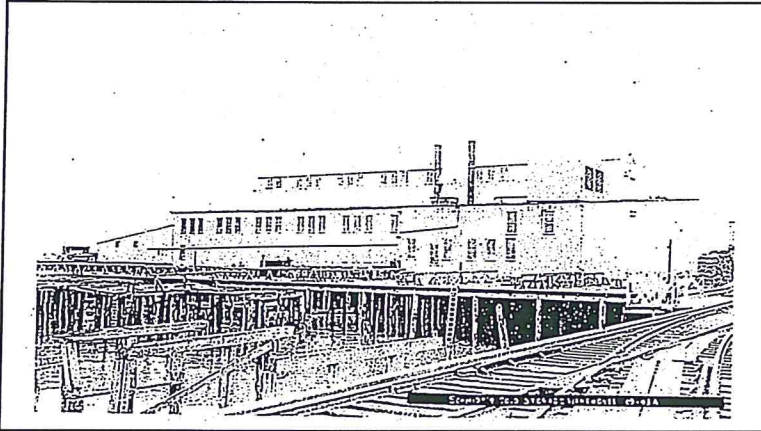
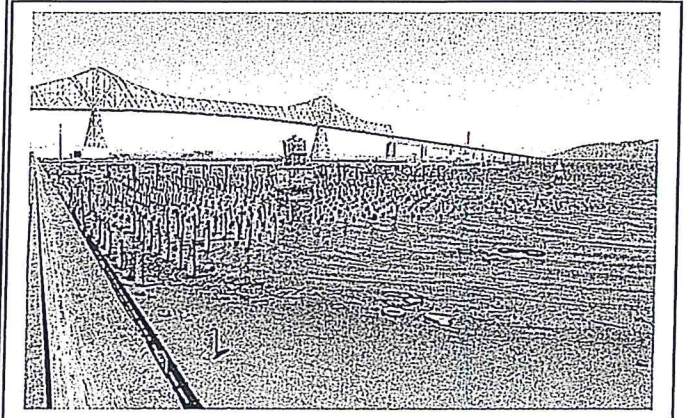


HD15-01 HISTORIC DESIGNATION PHOTOS 3 2ND STREET

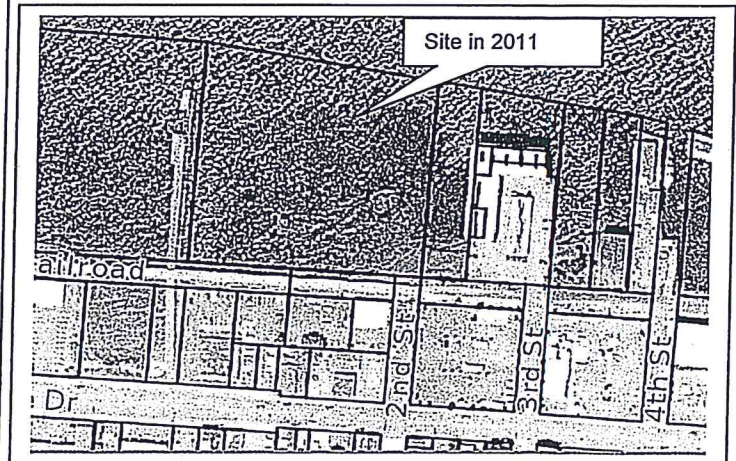
Historic View



Current View

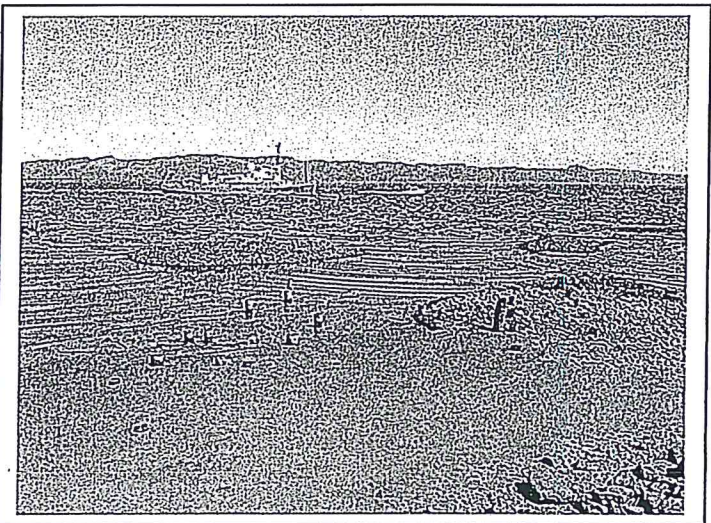
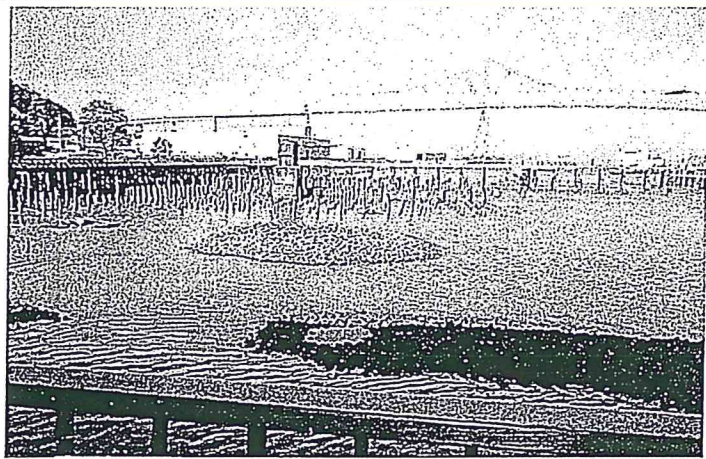
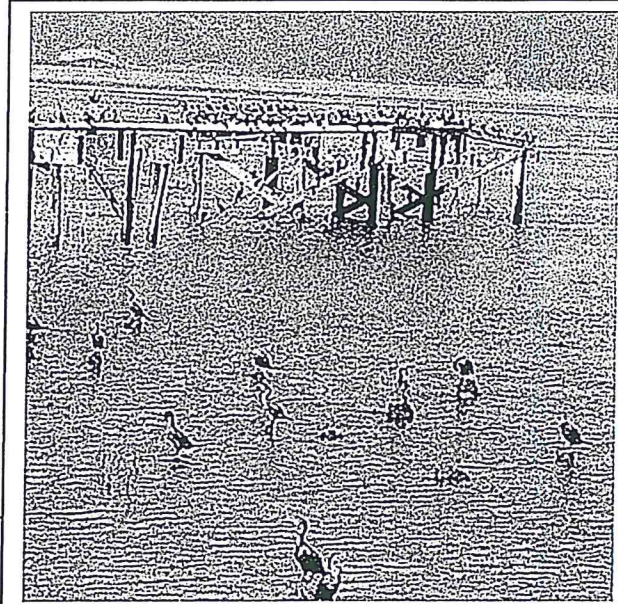
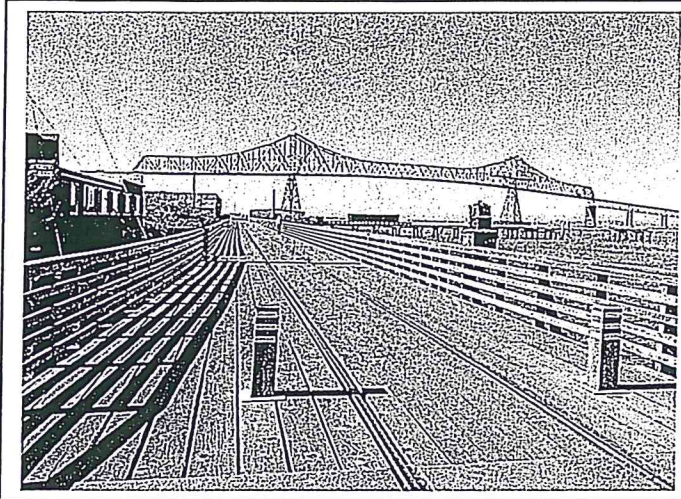


Site in 1966

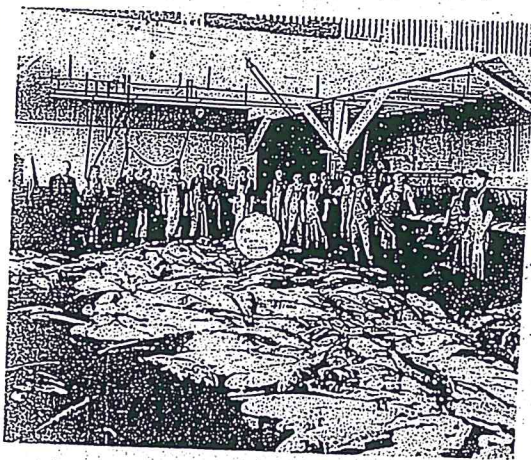
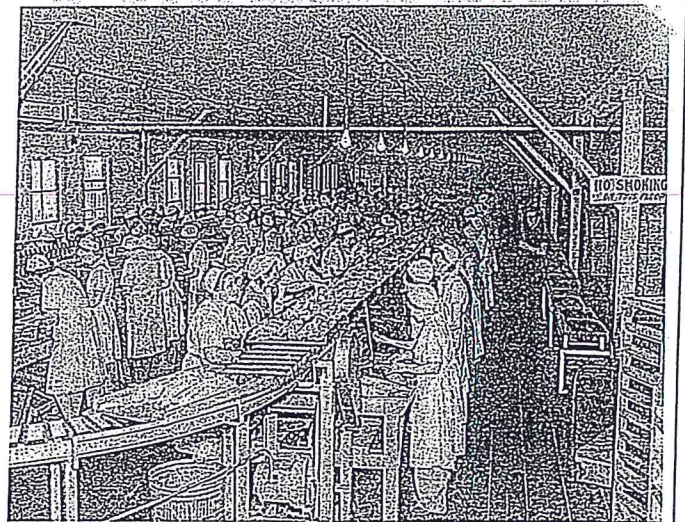
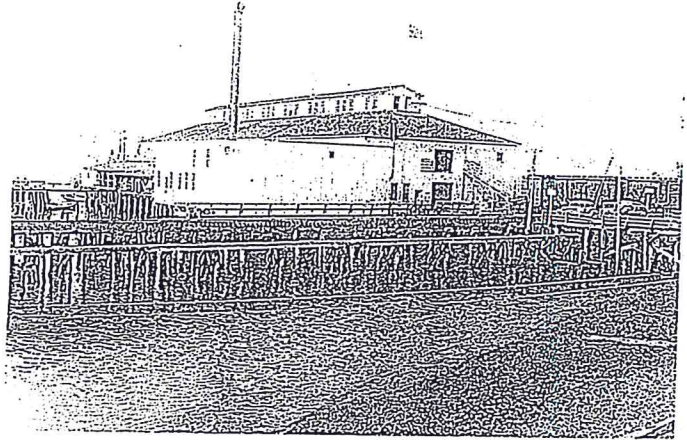
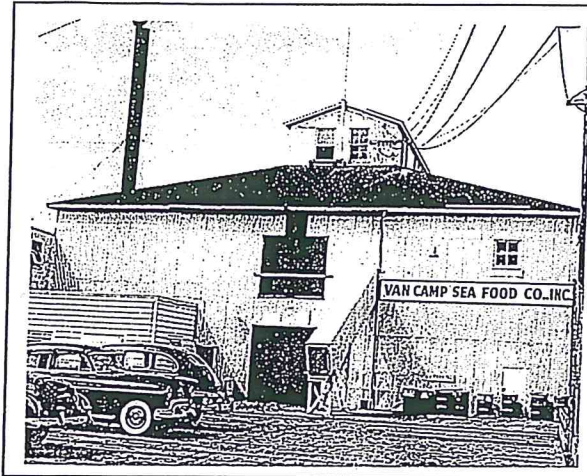


Site in 2011

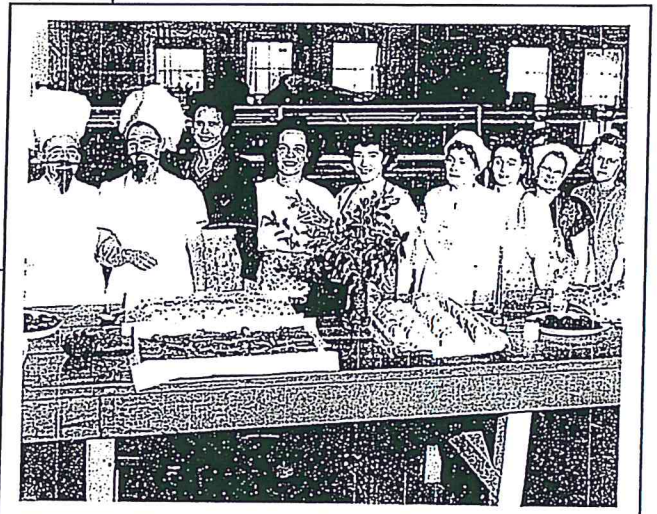
Miscellaneous Current Photos

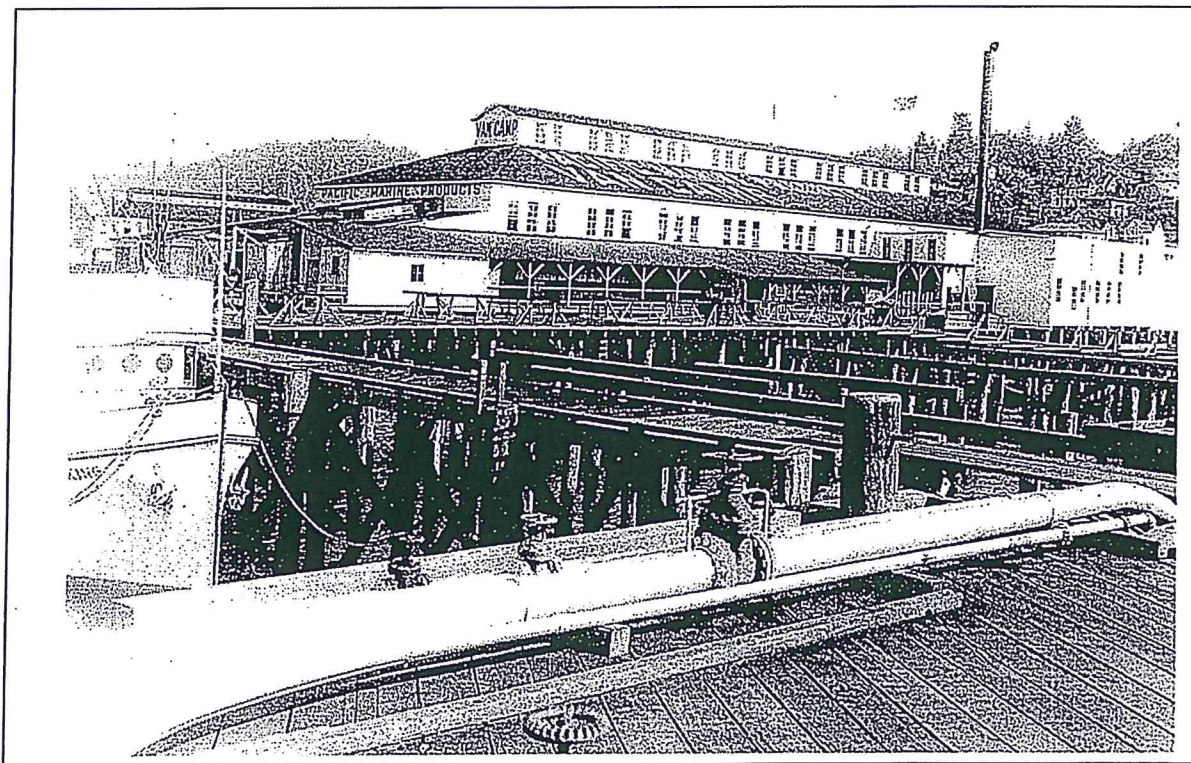
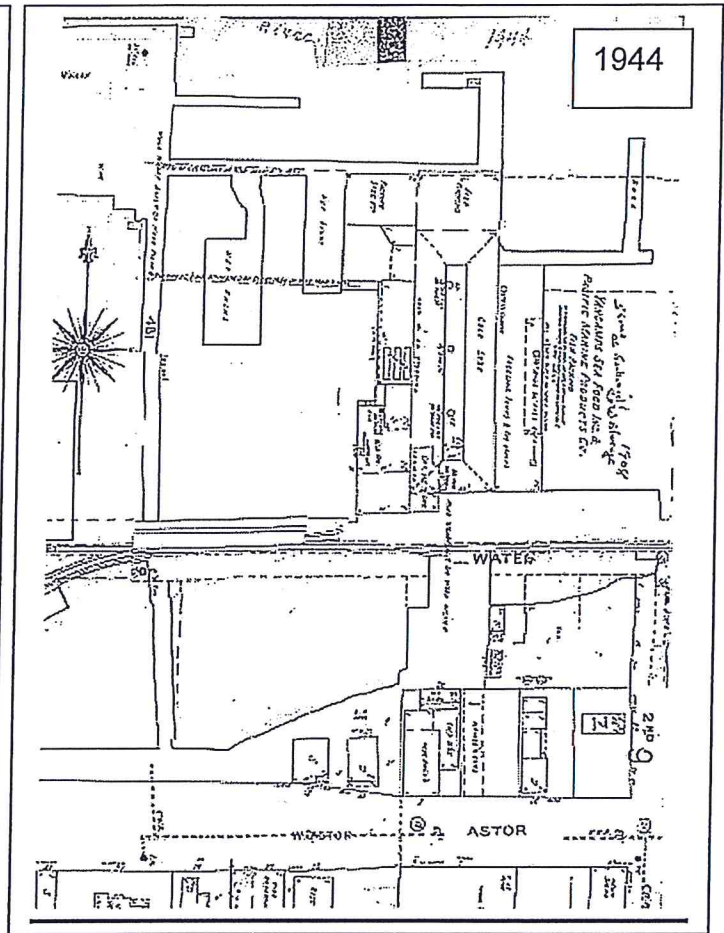
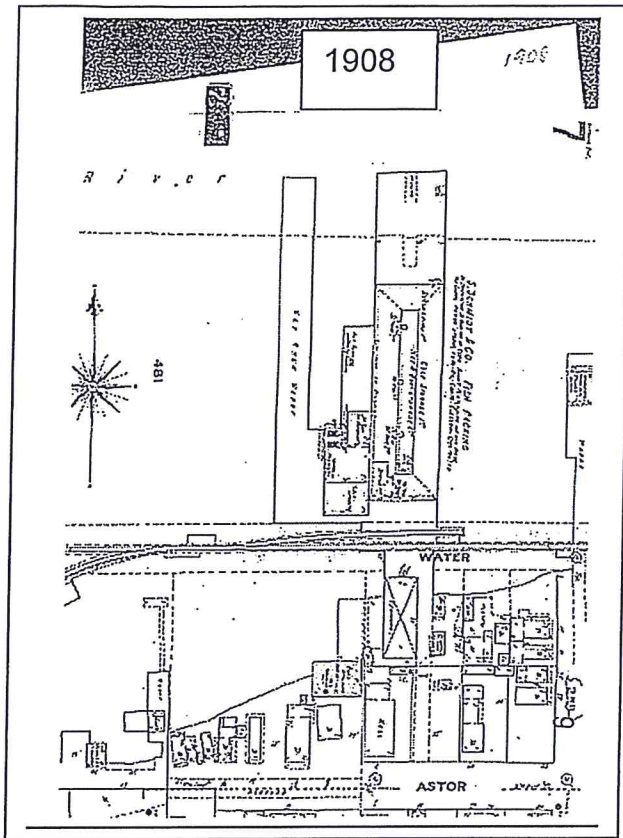


Miscellaneous Historic Photos



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





HISTORY OF CANNERIES ON COLUMBIA RIVER

Excerpt from ColumbiaRiverImages.com/Regions/Places/canneries_columbia_river.html
© 2014, Lyn Topinka, "ColumbiaRiverImages.com"

1873 Astoria, Oregon, first cannery in Astoria

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

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

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

1874 Astoria, Oregon, second cannery in Astoria

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

1874 12 canneries

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

1875 Cutting Packing Co., Astoria, Oregon

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

1875 Hanthorn Cannery, Astoria, Oregon

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

1876 New canneries, Astoria, Oregon

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

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

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

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

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

1877 30 canneries

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

1881 Union Packing Co., Astoria, Oregon

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

1881 Elmore Cannery, Astoria, Oregon

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

cannery was replaced ca.1886 and the second plant was superseded ca.1899 when Elmore Cannery consolidated with other canneries to form the Columbia River Packing Co. It was then expanded further into the waterfront and built on pilings. ..."

Nothing remains of the first cannery Elmore built. It was located directly south of W. Marine Drive.

1881 35 salmon canneries

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

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

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

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

1883 55 canneries

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

1886 Second Elmore Cannery, Astoria

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

1888 White Star Cannery burns

A Cannery Burned.

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

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

1889 22 canneries

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

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

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

1892 Columbia River Packing Co., Astoria, Oregon

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

1896 Union Fisherman's Co-Operative Packing Company

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

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

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

1898 Elmore Cannery, Astoria

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

1898 Astoria canneries burn

An Astoria Fire

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

1899 Columbia River Packers Association

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

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

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

1902 Tallant-Grant Cannery, Astoria

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

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

1910 Bumble Bee began

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

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

1919 23 salmon canneries

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

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

1922 9 shad canneries

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

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

9. Warren Packing Co., Cathlamet, Washington

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

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

1973 White Star Cannery burns ... again

Cannery destroyed

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

1980 Bumble Bee Seafoods, last Columbia River cannery closes

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

CANNERIES ALONG THE COLUMBIA RIVER

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

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

Old Astoria cannery boiler may be designated historic

Daily Astorian – 2-6-15

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

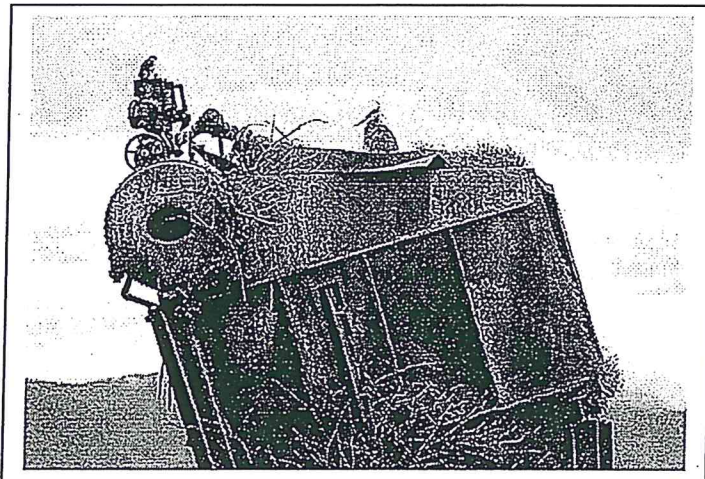
Some preservationists have been critical of the city for not doing more to safeguard Astoria's history, buildings and views during the debate over the Riverfront Vision Plan or the possible expansion of the Astoria Public Library into the old Waldorf Hotel.

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

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

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

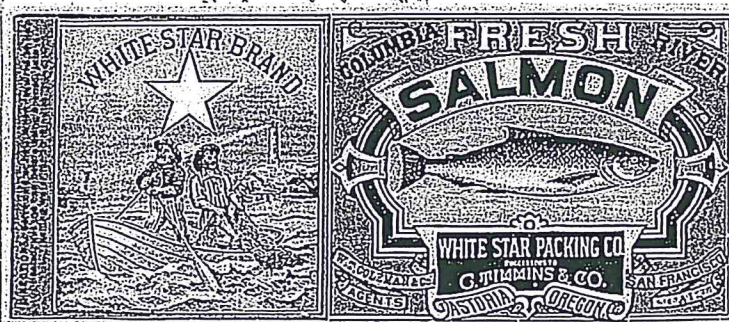
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Editorial: Saving iconic views sometimes happens one boiler at a time

Published:
February 9, 2015 1:43PM



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

OREGON STATE ARCHIVES

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

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

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

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

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

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

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

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

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

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State Farm Bank

Tiffany Taylor

From: Glen Boring <glenbor@charter.net>
Sent: Thursday, June 14, 2018 3:26 PM
To: Tiffany Taylor
Subject: Fairfield Hotel Project

Design Review Committee:

I would like to register some of my concerns regarding the proposed Fairfield Hotel. I am a new owner (January 2018) at Columbia House. The view was an important factor in our purchase of the unit and the proposed hotel would definitely have a negative impact on that view as well as on our property value. It is obvious that the proposed hotel would also have a negative impact on traffic. Likewise, it will produce increased demand on resources and infrastructure in addition to increased pressure for already limited affordable housing.

While some business owners in the tourist industry are in favor of the project, we who are neighbors are not. The primary interest of the corporation is not to enhance Astoria—it is to turn a profit.

As far as the actual design is concerned, the proposed hotel is a basic box that is higher than the regulations allow. Requirements become meaningless when they are not followed. In addition, we are definitely opposed to the balconies.

Thank you for the opportunity to respond to this proposal, and please forward this to the Historic Landmarks Commission.

Sincerely,

Glen R. Boring

Tiffany Taylor

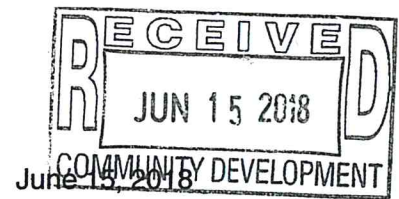
From: Charles Stuart <futrup@icloud.com>
Sent: Thursday, June 14, 2018 7:20 AM
To: Tiffany Taylor
Subject: Riverfront hotel

Tiffany Taylor
Administrative Assistant
Community Development Department
City of Astoria
1095 Duane
Astoria OR 97103
503-338-5183
www.astoria.or.us

Dear Ms. Taylor

I'm writing about the project proposed for the Ship Inn site and adjacent area. Having looked at the proposed plan I find it too large, too tall and with an appearance that starts ugly and will become worse in time. However arguably poor appearing buildings along the river front seem its no reason to continue in that direction. Our waterfront is worth waiting for great ideas to come along.

Investors are only parting with money we're giving up majesty if the riverfront is not done perfectly.
Chuck Stuart



Good morning Historic Landmarks Commissioner,

RE: Historic Landmarks and Design Review information concerning the proposed Fairfield Hotel.

I believe that the below will help you prepare for your meeting on June 25th concerning the Fairfield Hotel.

Most of this letter was written for the Design Review Committee, but I hope you will also read it to help with your decision.

At one time it was advertised they were going to build a Fairfield Inn and Suites, but now it appears to be just a Fairfield Hotel. Please ask for the difference between the two and why we are not getting the better product.

I hope you will spend some time before your meeting on June 25th looking at the design book which also contains city requirements for the project. Below I reference different pages within the document which Ms Ferber can provide you. I was looking at the book which was to be given to the Design Review Committee and therefore the page numbers may differ.

There is a small sandy area on the east end and north of the trestle when the River is low. I sometimes see deer wondering the area as well as people. How will the hotel make this area one that hotel guests will not use? It is usually entered at the north end of 2nd Street. I am very pleased that you designated this area of historic importance. I would think the proposed hotel should be required to help limit access to the area because they will be adding many more people to the location.

Between 9th and 10th Streets there are a couple of nice informational displays on the railings as people look towards the river from the Riverwalk. We need something similar concerning this designated historic area. The ballast rocks, pilings and boiler all need to be explained for the many people who walk this section. It would be good if you would recommend that the Fairfield/Marriott Corporation would fund such displays.

The design book that Ms Ferber shared made it look like the four stories facing Marine Drive are all the same. It appears to be just a flat surface with no articulation or change in material except for windows. When I looked at the Hampton Inn and Suites, Comfort Inn and Suites, and the Holiday Inn Express they all have significant articulations, change in building material, different colors and some have awnings on the front surface facing Marine Drive/Leif Erikson Drive. Many of the same concerns exist about the side of the hotel that will face the river and this historic area. Much more needs to be done to the proposed Fairfield Hotel to make it more compatible with this area. Perhaps if we require a Fairfield Inn and Suites instead of just a Fairfield Hotel, we would have such. Astoria needs to require the better hotel for this special location.

The diagram on page 38 of the design pages shows that the Ship Inn space will not only include the check-in place, but also a restaurant as well as a bar with seating for well over 50 individuals. I find it hard to believe this is just a space for hotel guests to have a continental breakfast with a great view. It may serve that purpose in the morning, but I think it will be open for lunch and dinner. They did buy the recipes from the Ship Inn. This is why at least 13 parking spaces are required for its more than 3,000 square feet.

More than 80 parking spaces are needed for the hotel complex and they can provide only 68 onsite. If the hotel was kept to the 35 feet instead of slightly more than the 45 feet height limit in the proposal before you, then they would more easily meet their parking requirement. They must use the toxic parking lot site on the east side of 2nd street to meet one-third of their parking

requirement. Many of those parking spaces must be designated full size which requires them to be 20 feet in length, but this project is only going to make them 17.5 feet. That same parking lot is being used as part of the State of Oregon's Self-Sufficiency office required parking. What happens if Chevron believes at some point that they have developed new technology to clean up this toxic site and decides to follow through so they are no longer responsible? Then the owner of the lot could easily develop it for other uses. Where will Fairfield Hotel/repurposed Stephanie's Cabin find the required 102 parking spaces? Perhaps require they reduce the size of the project and contain a higher percentage of required parking on site. Please do not allow a higher percentage of compact parking spaces — people are not buying those size cars as they did in the past.

The February 6th Daily Astorian article (attached) on the proposed hotel reads "the hotel would employ 25 people full time and up to 35 seasonally". While people will be working different shifts, I would think you should require at least 12-15 parking spaces for employees. I could not find anywhere that this was part of the 102 spaces that are required.

Where will people safely cross 2nd Street to and from the hotel with their luggage and children? I also find it strange that the large covered parking space on the first floor is not part of the 30,000 square foot limit on structures required under the Bridge Vista Plan. It is as if a parking structure could be built in this area and nothing would have to counted towards its square footage.

Please study pages 38-41 of the design manual. This will show how they are justifying the 45 foot height. The second floor is where they have their seven double queen bed rooms which make them larger. They also put two "accessible guest rooms" at either end of the 2nd floor. These two special end rooms stick out ten feet more than the 3rd and 4th floors, but all the other 2nd floor rooms are only four feet more than the 3rd and 4th floors. It is as if they are using the six-foot second floor balconies to show a step back, but are not including them in the total square footage of the building.

Even without the covered parking lot and balconies being calculated as part of the total square footage, their plan would produce 29,782 square feet or in another place in the document 29, 924 square feet out of the 30,000 square feet allowed under the Bridge Vista Plan.

In regards to the mechanical equipment, "those on the hotel roof will project above the 45-foot height limit slightly." (page 11) "Elevator penthouse will project above the 45-foot limit." On page 43 of the building section it appears to be as much as five feet above. The stair case parapet will also exceed the 45 foot height limit to "better display building signage" (I believe this is on page 12) Then you read on page four that the parapet height is no more than 44 feet 10 inches. Please make sure you check numbers. The square footage of each floor is also not the same in a couple of places.

I hope you will restrict their building signage facing east. Hotels like the Hampton Inn and Suites and Holiday Inn Express do not have any signage on the east face of their buildings. They have one on the front and a monument sign which the Fairfield Hotel could also easily do to capture the attention of west bound drivers. Where I live in the Columbia House condominiums I do not want to look out our windows and have my eyes continually drawn to a Fairfield Hotel sign which is lit up or back lit on its east-facing wall.

One area I did not see discussed in the design book is the hotel blocking view from homes that currently have them. Such blockage could cost an owner \$10,000's if not \$100,000 in the assessed value of their home/property. Is there a difference between a hotel that is 25 feet, 35 feet, or 45 feet tall in what existing views are blocked?

The document has too many of what I call weasel words. Just using page 47 you can read "should be used" and "are encouraged" and "are discouraged". There are many others throughout the document which demand nothing of the development. It is like it is just a suggestion and we will leave it up to them to do what we believe is right. The residents of Astoria deserve better and you should have a firm understanding of the project which these and other weasel words do not allow.

In that same issue of the Daily Astorian you can read "the height of the building includes digging down 3 feet into the site, as far as the company could go". I can read this two ways. One is that the building will appear three feet less than 45 plus feet or that the building will actually be closer to 48 feet, but it will not appear that tall because they will dig down three feet. I hope it is the first.

This digging into the site brings up another question. Chevron is comfortable leaving the parking lot east of 2nd Street capped with asphalt to prevent disturbance of the toxic material underneath. As I walk the Riverwalk I continue to see people testing the oil/toxic plumes because they have a history of moving towards the River. Who has done their due diligence to make sure there is no oil/toxic plume below any part of the proposed site which is not far from Chevron's property? I think this would be quite important no matter what, but especially if they are going to dig "down 3 feet" to implement their building design.

Does the proposed Fairfield hotel need large balconies? The Holiday Inn Express is does fine without them. If you must have them, they could be very shallow which would allow one to stand with an opening, but not enough for chairs and tables.

Will Columbia House condominium (1 3rd Street) residents be able to look into the lit-up hotel rooms and will hotel guests be able to look into our units? I assume you know the entire west side of the Columbia House is all glass or windows. Our bedrooms make up much of the floor to ceiling window space. This is another reason to not build any balconies.

Some of us use telescopes and binoculars on a regular basis to view wildlife and river activity. I assume some hotel guests will also have them for the same reasons, but they also could be used to easily look where they shouldn't. Balconies will make this much easier. Are we to live with our curtains drawn and not enjoy the view?

How will you insure that getting out onto Marine Drive doesn't become more difficult? I know they believe they will produce less traffic than the two businesses they purchased, but I am not sure this is true after they develop Stephanie's Cabin into its ultimate use. What are your thoughts?

Will you make sure the hotel's as well as other buildings' east and north side lights are dim as well as completely hooded? Will they be on timers? Will they be a non-bright light?

Will you require parking lot lights be completely hooded and meet dark-sky standards? How tall will the light poles be within the parking lot? Where will the hotel sign be located and how tall will you allow it? It doesn't need to be very tall to allow people to see it along Marine Drive.

What are the City's standards for shielding roof mounted equipment? Does it include material being used that appears to be an integral part of the building? The Columbia House will be taller and looking down on the hotel. What view will some units have?

With taller and taller buildings in Astoria the City needs written solid waste/recycle guidelines such as the following: <https://www.sanjoseca.gov/DocumentCenter/Home/View/437>. There needs to be an opening so a person can access the bins without opening the doors which garbage trucks must use. This usually keeps those doors closed until they are needed by the trash company. Too often they are left partially open to allow people access. There needs to be some type of roof or slats over the bins so people are not looking down on the trash bins — like from the balconies if you allow them.

Will you help them design the project so big rig deliveries are made on the west side of the hotel and away from 2nd Street? Less noise on 2nd Street the better.

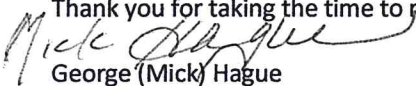
It would be better if the entire project was designed at the same time. This means Stephanie's Cabin's repurposing is also factored into the design and approval process. What uses are they proposing to you for the Stephanie's Cabin and how are you incorporating those possible uses into the design of the hotel? Perhaps working the two projects together would allow for the earlier removal of the chain link fence and better maintenance of existing vegetation.

It is very sad to see the vegetation around Stephanie's Cabin dying or growing out of control. What will be done with it in the short term? I watched them cut down and remove vegetation around the Ship Inn last year. Will any of the remaining vegetation be maintained? That around Stephanie's Cabin is on one of City's main drives and should be maintained to look good — not just cut down and removed.

Some city's require vegetation planted as part of a project to be maintained for at least five years. Does Astoria have such a condition to make sure a plant is replaced if it dies. I consider plants to be part of the design of a project.

I understand that some of the questions and points found above are not part of evaluating the design of the project, but I thought it was still worth letting you know the concerns of at least one resident.

Thank you for taking the time to read the above,


George (Mick) Hague



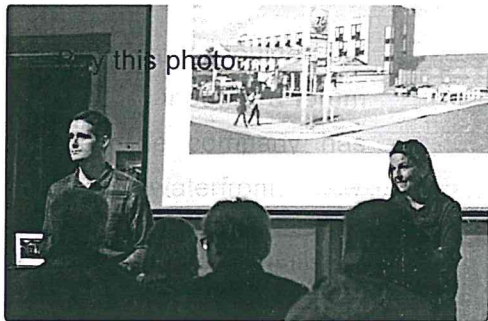
Locals give proposed Astoria hotel lukewarm welcome

Issues raised about the design, exterior and size of a proposed Fairfield Inn and Suites

By Edward Stratton • The Daily Astorian

Published on March 6, 2018 9:05AM

Last changed on March 6, 2018 11:04AM



EDWARD STRATTON/THE DAILY ASTORIAN

Sam Mullen, left, an asset and development manager for Hollander Investments, and architect Michelle Black with Carleton Hart Architecture took questions Monday from the public on a proposed Fairfield Inn and Suites on the Astoria waterfront.

Hollander Investments received a mostly cold shoulder, but also thanks for providing a chance for public input at a forum Monday on a Fairfield Inn and Suites the company has proposed next to The Ship Inn on the Astoria waterfront.

The company, based in Bellingham, Washington, has built and operates properties in Puyallup, Everett, Tacoma, Seattle and Portland. It bought the properties formerly occupied by The Ship Inn and Stephanie's Cabin restaurants over the past couple of years.

It recently submitted plans for a four-story, 66-room hotel, repurposing The Ship Inn building as a lobby, kitchen and part of a dining area.

Attendees filled half of The Loft at the Red Building meeting hall. Many took issue with the style and boxy design of the nearly 45-foot-tall hotel and how it would block views of the Columbia River and Astoria Bridge. Several hoteliers and business owners in tourist-related industries voiced support.

The Bridge Vista portion of the city's Riverfront Vision Plan limits shoreline development to 35 feet, or 45 feet with setbacks, to help protect views. The hotel would include balconies on the middle two floors, with the top floor set back without decks. The building is also slightly smaller than the 30,000-square-foot limit allowed in the zone.

"I'm not going to tell you that at certain points along Marine Drive that this building would not block your views," said Michelle Black, an architect on the project. "Certainly, as you progress down, you will have more and less of a view ... regardless of what building is blocking your view."

The height of the building includes digging down 3 feet into the site, as far as the company could go, said Sam Mullen, an asset and development manager for Hollander Investments.

Some people also took issue with the exterior of the hotel — which would include synthetic wood siding, corrugated metal, rust coloring and other aesthetic nods to nearby buildings — calling it out of character with the surrounding city and the site.

The boiler in front of the proposed hotel, from the former White Star cannery, was designated a historical landmark in 2015 by the city's Historic Landmarks Commission, along with surrounding pilings and ballast rock. As opposed to historic districts with prescribed looks for homes, The Ship Inn site requires interpreting the look of several disparate elements, Mullen said.

"In some ways, it's kind of like, 'take your best shot,'" he said.

The historic criteria for the area is more broad than prescriptive, and the building design tries to pull colors and elements from the surrounding site, rather than mimicking an old cannery building, Black said.

"We were really trying to go for a more modern take, using elements and materials — metal railing, rust-colored siding — things that would not detract from the site," she said.

The proposed hotel must go through the Astoria Design Review Committee and the Historic Landmarks Commission. The hope is those public meetings will come in March or April, Mullen said, adding his company is open to another public vetting of the hotel similar to Monday's meeting.

"We want you to like the building," Mullen said.

The hotel would employ 25 people full time and up to 35 seasonally, Mullen said. Asked about the challenge of housing for employees, he said the hope is that aside from five or six managerial positions, many of the workers would be local youths starting out in their first job.

Hollander Investments, which had originally competed for the operation of the Astoria Riverwalk Inn, has also leased a strip of land from the Port of Astoria near Maritime Memorial Park. Near the end of the meeting, Mullen was asked about a rumor that his company wants to develop five Marriotts in the region. Part of the reason for the outreach to the community was to dispel such misinformation, he said.

"We don't even know how successful we're going to be on this first one, just from a city standpoint," Mullen said. "We truly don't. That's why I told Marriott today, 'I'll tell you when I know stuff.' We want to deliver a good product. We want to do a good job. We would love to develop a second hotel at some point, but we're not even remotely close to planning anything because, we just don't know."