

ADAIR-UPPERTOWN HISTORIC INVENTORY
ASTORIA, OREGON

HISTORIC CONTEXT STATEMENT

Jill A. Chappel



ADAIR-UPPERTOWN HISTORIC INVENTORY
ASTORIA, OREGON

HISTORIC CONTEXT STATEMENT

by

Jill A. Chappel

Report to

The City of Astoria, Oregon
Office of Community Development
1095 Duane Street
Astoria, Oregon 97103

Heritage Research Associates, Inc.
1997 Garden Avenue
Eugene, Oregon 97403

July 15, 1994

Heritage Research Associates Report No. 159

PREFACE AND ACKNOWLEDGEMENTS

This document presents a historic context statement for the Adair-Uppertown area of Astoria, Oregon and is meant to be used as a planning tool for the City of Astoria's historic preservation efforts in those neighborhoods. This study was funded in part by a grant from the Oregon State Historic Preservation Office and the U.S. Department of Interior's National Park Service under the provisions of the National Historic Preservation Act of 1966.

Preparation of this report was carried out under the terms of Purchase Order 010263 between the Community Development Department, City of Astoria and Heritage Research Associates, Inc. (HRA) of Eugene, Oregon. Barb Robinson, Planner, was the City's representative for this contract under the direction of Paul Benoit while Jill A. Chappel, Staff Historic Preservation Specialist, served as Principal Investigator for HRA. All portions of this report were written by Jill A. Chappel. Fieldwork for the Uppertown section of this project was undertaken with the assistance of Richa Wilson, graduate student in the Historic Preservation Program at the University of Oregon.

HRA thanks several individuals who greatly facilitated the research and evaluation phases of this project. Gratitude goes to Bruce Berney, Head Librarian, Astoria Public Library; Hobe Kytr and Anne Witty at the Columbia River Maritime Museum; John Goodenberger, historic preservation consultant with the City of Astoria; Rosemary Johnson, City of Astoria; Jeff Smith, Curator for the Clatsop County Historical Society; members of the City of Astoria Historic Landmarks Commission; and the residents and business community of the Adair-Uppertown area.

TABLE OF CONTENTS

	<i>Page</i>
<i>Preface and Acknowledgements</i>	iii
<i>List of Figures</i>	v
Section I HISTORICAL OVERVIEW	1
Historic Context Themes	1
Temporal Boundaries: 1843-1944	1
Spatial Boundaries	3
Historical Overview	4
Related Study Units	33
Section II IDENTIFICATION	35
Previous Adair-Uppertown Surveys	35
Resource Types	36
Distribution of Resource Types	45
Section III EVALUATION	47
Methodology for Assessing Historical Significance	47
Architectural Integrity	48
Section IV TREATMENT	51
Survey and Research Needs	51
Current Preservation Activities/Planning	52
Suggested Treatment Strategies	54
<i>References Cited</i>	57
 <i>Appendices:</i>	
A. City Landmark and National Register Listed Properties	65
B. Adair-Uppertown Evaluation Criteria	67
C. City of Astoria Historic Properties Ordinance	75

LIST OF FIGURES

<i>Figure</i>		<i>Page</i>
1	Bounds of Adair-Uppertown Historic Inventory Study Area . . .	5
2	Shively's 1844 Plat of Astoria including Uppertown area	9
3	Sketch of Upper Astoria, 1854	12
4	General Land Office survey plat, 1856	14
5	Adair's Plat of Port of Upper Astoria, 1866	16
6	View of Upper Astoria, 1895	23
7	Overview of Adair neighborhood, 1940s	30
8	Overview of Uppertown neighborhood, 1940s	32
9	Land status plat, Shively and Adair DLCs	43

Section I

HISTORICAL OVERVIEW

The following historic context is developed for the City of Astoria in partial fulfillment of the Goal 5 requirements of inventorying and evaluating historic resources for the State of Oregon's Land Use and Development Commission (LCDC). The information contained in this historic context will aid the City in decision-making concerning future development within the Adair-Uppertown neighborhoods.

Historic Context Themes

This study encompasses historic resources within the Adair and Uppertown neighborhoods at the east end of the City of Astoria. The Adair neighborhood is a defined geographic area that contains the majority of General John Adair's "Port of Upper Astoria" plat of 1866. The Uppertown area includes the extreme eastern section of John M. Shively's "Original Plan of the Town of Astoria" plat of 1844. The two neighborhoods are composed primarily of residential buildings and ancillary structures related to those buildings. A strip of commercial and industrial development exists along the northern boundary of the project area. The Oregon Statewide Inventory Historic/Cultural themes list is the basis of the thematic categories and chronological periods utilized in this study. These categories and periods are established by the Oregon State Historic Preservation Office (SHPO) and the National Park Service. The Broad Themes characterizing the development and architectural and historical features of the Adair-Uppertown area include the following: Settlement, Transportation and Communication, Commerce and Urban Development, Industry and Manufacturing, and Culture.

Temporal Boundaries: 1843-1944

The temporal boundaries established for the Adair-Uppertown neighborhoods correlate with the chronological periods established by SHPO, although the time line is modified somewhat to correspond with the specific historical events that took place in Upper Astoria. This study commences at the time of earliest Euro-American settlement within the Adair-Uppertown district (1843) and concludes at 1944, the date determined by the National Register of Historic Places' fifty-year-old evaluation criteria.

1843-1872: Settlement

In 1843 John M. Shively arrived in Astoria from Kentucky and proceeded to change the hamlet's image from one of floundering camp to bone fide town. Shively surveyed and platted Astoria in 1844 and was joined that year by A.E. Wilson and John McClure, both of whom took up land claims to the east and west of him respectively. Other settlers began arriving during the late 1840s, and by 1849 a newly established and successful shipping business on the Columbia River created the need for a U.S. Customhouse, the first to be installed west of the Rocky Mountains. John Adair was named collector of customs and in taking charge of the operation, rooted the customhouse far to the east of Shively's and McClure's Astoria and planted the seed for a new town called "Upper Astoria." Uppertown, as it was often referred to, grew steadily along with the "lower town" as a result of the profitable lumber shipping industry and the establishment of steamerlines between Portland and San Francisco.

1873-1898: Industrial Growth and Railroads

Thirty years after Shively and company's settlement in Astoria, industry commenced with a great fury. John Badollet organized and constructed the first salmon cannery in the Astoria community during 1873 at Upper Astoria, opening the door of opportunity for others to pass through in the following ten years. By 1888 there were 11 canneries jutting out into the Columbia River in Uppertown. Other Upper Astoria industries thrived with the times: the Clatsop Saw Mill, the Astoria Box Factory, the Hemlock Tannery, and the North Pacific Brewery. Immigrant groups, including the Norwegians, Swedes, Finns, Danes, Chinese, Germans, and Yugoslavs flocked to Upper Astoria to take advantage of the fishing industry and other opportunities. The area's population escalated. The first street railway through Uppertown was installed in 1888, and by 1898 the Astoria and Columbia River Railroad created the first transcontinental link between Upper Astoria and the rest of the nation.

1886-1919: Progressive Era

The Progressive Era brought about a crusade to improve working and living conditions in Upper Astoria. Prohibition in 1914 had a tremendous and unrecoverable impact on the brewery and saloon business in the district. Fishermen formed protective unions against the often unfair practices of the canneries. Upper Astoria Scandinavians established a variety of fraternal organizations and social clubs to provide a positive environment for citizens, especially young people. The city undertook street improvements, and the Astoria Centennial of 1911 fostered boosterism, community pride, and city beautification efforts. The Uppertown Development League was

formed in 1916 and worked toward public improvements and unifying the community in Upper Astoria. Upper Astoria witnessed a building boom of unprecedented proportion--Uppertown had finally come of age.

1913-1938: Motor Age

Automobiles supplanted teams and wagons by the mid-1910s, and the street railway system through Uppertown changed over to motorized bus service after 1922. World War I brought about renewed prosperity in the fishing industry and instigated the founding of a barrage of new industries centered around the Port of Astoria. Business was so good that numerous conflicts over fishing territory and gear took place among the different factions of fishermen. A steady decline in the fish population, mainly due to loss of habitat and to a lesser degree overfishing, prompted citizens to vote in 1926 to eliminate certain fishing gear from the Columbia River. This move, plus legislation adopted in Washington in 1934 and later additional restrictions by Oregon, dealt a heavy blow to Upper Astoria's fishing industry. These actions compounded with the Great Depression grossly impacted the economy of the community, and recovery was not seen until World War II.

1939-1944: World War II

Even though the rest of Astoria was buzzing about with military development, Upper Astoria was only peripherally affected by the activities of World War II. Astoria was situated in a strategic location to guard against enemy attack, and the city was immediately under military jurisdiction because of its proximity to the mouth of the Columbia River and Pacific coast. Three historic artillery installations were reinstated for the war effort forming a triangle enclosing the mouth of the river, and a naval station was commissioned to the east at Tongue Point. The Columbia River was planted with floating mines. The coastal installation of Fort Stevens was fired upon by a Japanese submarine, but Upper Astoria remained fairly removed from the action.

Spatial Boundaries

Spatial boundaries for this study are determined by the City of Astoria and encompass approximately 188 acres designated by the City as the Adair-Uppertown district of Astoria. The Adair neighborhood includes 138 acres, while Uppertown is defined within a 50-acre boundary. From the period of its initial architectural growth generated by immigration to the area in 1843 to the platting of the Uppertown area in 1844 to the establishment of the U.S. Customhouse in Adair's Astoria during 1849, neighborhood development has followed a rigid course. Residential, commercial, and

industrial evolution was governed by John Adair's political agenda, the economics of the fishing industry, the social atmosphere of a northern European ethnic community, and challenging geographical barriers.

The specified survey area includes the residential and commercial blocks bordered by 26th Street on the west edge of the project, Marine Drive/Leif Erikson Drive (U.S. Highway 30) to the north, 40th Street to the east, and Irving Avenue to the south. The project area includes both sides of these boundary streets (Figure 1).

Historical Overview

Astoria is situated in the extreme northwest corner of Oregon on a peninsula bounded by the Columbia River to the north and Young's Bay to the south and west. The two bodies of water converge at the tip of the peninsula. The Uppertown and Adair neighborhoods of Astoria are located in the eastern portion of the city. Uppertown was considered part of greater Astoria at an early time, while the Adair area was not formally included in the Astoria city limits until 1891. The two areas were collectively known as "Upper Astoria" or "Uppertown" during the historic period. The Adair neighborhood was also popularly referred to as "Adair's Astoria" or "Adairville." The street patterns of both areas are askew from the downtown Astoria grid and reflect a response to geographical boundaries such as steep slopes to the south and the course of the Columbia River to the north. The district had its beginnings as General John Adair's chosen site of the first U.S. Customhouse and early rival town to Astoria.

Regional Exploration, Fur Trade, and Indian Relations

Prior to the arrival of Euro-Americans in the vicinity of Upper Astoria, this territory was the exclusive home of the Clatsop band of the Chinook Indians who occupied the south bank of the Columbia River from Point Adams upstream to Tongue Point and south along the coast to Tillamook Head (Farrand 1907:305; Berreman 1937:15). Their main villages were south and west of Astoria on Point Adams, Youngs Bay, and along the coast. However, they did establish temporary camps along the south shore of the Columbia River seasonally to fish and gather various food items. The actual site of the City of Astoria was a favored berry-picking area of the Clatsop (Minor 1983:57-60).

Following the establishment of the Euro-American settlement at Astoria, the Clatsop were known to have taken up residence in close proximity to the whites, according to one historical account (Howison 1913:41). Whether the Clatsop permanently occupied the Upper Astoria area at any time is not known. As more and



Figure 1. Bounds of the Adair-Uppertown Historic Inventory study area.

more Euro-Americans filed land claims in the vicinity of Astoria through the provisional government prior to 1850, the Clatsop found themselves being pushed from the areas they had used traditionally for hunting, fishing, and gathering. In an effort to permanently remove Indians from their settlements on what Euro-Americans viewed as prime real estate, a treaty to form a reservation was signed in 1851 between the U.S. Government, the Clatsop, and other coastal Indian groups. The compact, however, did allow the Clatsop access to their traditional fishing and gathering grounds. Although the treaty was never ratified and the Indians not formally removed from the area encompassing Astoria, encroaching non-Indian settlement eventually pushed them out of Astoria (Beckham 1991:41; Beckham 1990:181).

Interest in the Pacific Northwest coast for fur-trading exploits led to a number of exploratory voyages from the eastern coastal United States to the mouth of the Columbia River. Though the river remained undiscovered, the natural resources wealth of the Pacific Coast was widely realized following Captain James Cook's 1778 expedition of the coastal shores. As early as 1792, American ships anchored along the coast to trade with Indians for furs and other goods. Among these was the vessel *Columbia* commanded by Captain Robert Gray of Boston, the first to discover and enter the mouth of the Columbia River. Gray's chart was deposited with the Spanish territorial governor at Nootka on Vancouver Island, Don Juan Francisco de la Bodega y Quadra, where the British Captain George Vancouver first encountered knowledge of the passage. His interest in the river was sparked since he himself had never discovered its mouth during earlier reconnaissance voyages, and under his command a flotilla of three ships were dispatched to follow Gray's route. Upon reaching the mouth of the Columbia in October 1792, only one vessel of Vancouver's team was able to cross the bar—the *Chatham* commanded by Lieutenant William Broughton (Barry 1926:397-98). Broughton's party anchored, then sent a cutter upriver to survey the river.

These initial explorations confirmed the richness of the Columbia River's resources. As trade voyages to the Pacific Northwest coast continued by sea, land explorations were launched in hopes of pioneering a transcontinental trade route between the two coasts. The success of these ventures, including the Lewis and Clark Expedition of 1804-05, caught the attention of east coast fur merchants whose trapping and trading territory had been limited to Canada and the upper northeastern United States. Among these merchants was John Jacob Astor who formulated his own scheme to organize a series of trading posts along the Missouri and Columbia rivers westward to the Pacific Ocean, the point at which trading house headquarters would be located. This chief trading post would be the hub from which smaller satellite posts would be installed along Columbia River tributaries. The vision became reality for Astor when in 1810 the Pacific Fur Company was born in partnership with Alexander McKay, Duncan McDougall, and Donald Mackenzie (Ronda 1990:58-59). Astor organized two expeditions, one by land led by Wilson Price Hunt and one by sea led by Captain

Jonathan Thorn. The ocean expedition's ship *Tonquin* reached the mouth of the Columbia in March 1811, and with some difficulty reached the south shore of the Columbia (Ronda 1990:113-15). Upon choosing an appropriate site, the crew cleared trees and vegetation and commenced to building a log fortification for its trading post. The post was christened "Fort Astoria."

As the first to be established in the region, the Fort Astoria post held the monopoly on the fur trade along the Columbia and had a positive and promising beginning. The fort was situated three miles below Tongue Point in the midst of an "impenetrable forest of gigantic pine . . . , and the ground was covered with thick underwood of brier and huckleberry, intermingled with fern and honeysuckle" (Carey 1971:207). The establishment "consisted of apartments for the proprietors, or clerks, with a capacious dining hall for both, extensive warehouses for its trading goods and furs, a provision store and trading shop, smith's forge, carpenter's workshop, etc., the whole surrounded by stockades forming a square and reaching about fifteen feet from the ground" (Carey 1971:206-07).

The operation was advancing until the War of 1812 prompted fear in the Astorians' minds of the possibility of British attack by both sea and land and Fort Astoria's undefendable position. Once news of the war reached Astoria, the partners of the Pacific Fur Company felt they had no choice other than to sell the post and all property to the British-owned North West Company. This they did in October 1813, and the settlement was rechristened "Fort George" (Carey 1971:213). The Treaty of Ghent restored the post to American possession the following year, but Americans did not return to occupy the settlement until 1818.

The fur-trading post at Astoria struggled until 1821 when new proprietors, the Hudson's Bay Company led by Dr. John McLoughlin, took charge of the trade center. By 1824 main operations were moved up the Columbia River to Vancouver, a more strategic location near the river's confluence with the Willamette River, and the Astoria settlement was virtually abandoned (Cleveland 1903:131). Fort Astoria was only minimally maintained by the Hudson's Bay Company as a secondary outpost, and the former settlement largely reverted back to its earlier wilderness state. By the time settlement migration to Astoria commenced in 1843, traces of the old fort had disappeared with the exception of one cabin and a shed (Cleveland 1903:132).

Settlement Background of Upper Astoria

The first non-Indian settlers to arrive at Astoria came via the Oregon Trail. James Birnie, the Hudson's Bay Company trader stationed at Astoria, was joined by three other individuals by 1844: John M. Shively, who arrived in 1843 from Kentucky claiming the land comprising the heart of the present-day city; Colonel John McClure,

who settled on a claim to the west of Shively; and A.E. Wilson, who claimed land east of Shively, most of the area later to be known as Upper Astoria (Cleveland 1903:132; Miller 1958:99). In March 1844, Shively laid out the original plan of Astoria, and the plat was officially recorded in the Clatsop County Courthouse in September 1850 (Shively 1844; Dell 1893:13).

The city was laid out in two sections separated by a 120-foot-wide street (designated Broadway): a western portion roughly oriented north-south, and a slightly smaller eastern section skewed 30 degrees to the west along the course of the Columbia River (Figure 2). This eastern section is today referred to as "Uppertown." The northwest-southeast-running streets of present Uppertown from Broadway east were assigned the names Roman, E. First, E. Second, E. Third, and so on. The streets running perpendicular to these and in line with the Columbia River were designated (from the river south) as Hemlock, Pine, Wing, Tulip, Fir, and Charter. Sections for schools were set aside along the uppermost (south) end of Broadway on either side of the street. Lots were 50 feet by 150 feet and "were selling freely for \$200 per lot" by 1849 (Morris 1937:424).

The procession of homeseekers to Astoria was on with force by the late 1840s. The newly established shipping business fueled by lumber mills on the Columbia River offered opportunities for many immigrants. Even though some newcomers to Astoria participated in the exodus for California inspired by the 1849 gold rush, no house in the up-and-coming burg was left vacant for long. Ocean commerce was the principal activity between the Columbia River and the major Pacific coastal port at the time, San Francisco. Lumber became the chief export from Astoria and merchandise the main import. The first sawmill enterprise on the Columbia, Henry H. Hunt's mill, began operating in 1846, just below Westport at Cathlamet Head (Miller 1958:99). James Welch built the first mill in Astoria proper in 1851-52.

Though Astoria appeared to be continuing in forward progression, not all travelers who passed through the settlement in the late 1840s were convinced of a bright future for the town. Lt. Neil Howison, in his 1846 "Report on Oregon," recorded the following observation:

Besides Fort Vancouver six sites have been selected for towns; of these Astoria takes precedence in age only. It is situated on the left bank of the Columbia, thirteen miles from the sea; it contains ten houses, including a warehouse, Indian lodges, a copper's and blacksmith's shop; it has no open ground except gardens within less than a mile of it. It may be considered in a state of transition exhibiting the wretched remains of a by-gone settlement, and the uncouth germ of a new one. About thirty white people live here, and two lodges of Chinook Indians. The Hudson's Bay Company has still an agent here, but was about transferring him over to a warehouse it is putting up at Cape Disappointment. A preemption right to the principal part of this site is claimed by an American named Welch; the other portion, including Point George, is claimed in like manner by Colonel John McClure (Howison 1913:41-42).

Nevertheless, Astoria's potential for greatness in shipping and commerce was at least gaining President Polk's attention in Washington, D.C. In response to the increase in shipping on the Columbia River, the need for a customhouse in Astoria was fully recognized. General John Adair, another native Kentuckian, accepted an appointment in 1848 from President Polk to become the first collector of customs at Astoria. The position paid \$1,000 per year plus "a commission of three percent on all moneys received on account of duties arising on all goods, wares and merchandise imported into the district of Oregon and duly accounted for by the authorized disbursements or deposits..." (Barker 1931:136; Walker 1848). John Adair and his wife, Mary Ann Dickinson Adair, moved from Indiana to Astoria in 1849. Mary Ann Adair was less than impressed with what she first saw of Astoria, as expressed in a letter to her mother dated April 9, 1849:

We found but few small houses composing the city of Astoria, and a very lonely-looking spot surrounded by high hills covered by the tallest pines I ever saw. The evening before I came ashore, I had almost made up my mind to go further up the river and see if things did not look more inviting up there . . . (Adair 1849).

John Adair's attempt to secure land for the customhouse led to personal frustration and outrage. The various land merchants of Astoria not only refused to donate the parcel for the customhouse but asked a highly inflated price for the lot. In Shively's notes for his plat of the town, he provided a section of land specifically set aside for the customhouse stating: "the block on the water at the end of Broadway [is set aside] for a fish market and the larger square for a custom house" (Shively 1844). Adair, however, made it clear that the price of the land was outlandish, and the notes continue to explain that "when the collector [Adair] arrived he refused to occupy the Block set apart for the use of a custom house & it has been laid off[f] into lots following the order of the town."

The conflict resulted in the customhouse being built upriver from Astoria at a location later referred to as "Upper Astoria." Not only did Adair establish the customhouse separate from the very heart of Astoria, he began making plans to build an entirely separate town, an act which instituted a rivalry between the two locations that lasted well over 50 years. By 1850, the upper town became known as "Adairville"; the lower town was declared "Old Ft. George" or "McClure's Astoria" (Cleveland 1903:134). When John Shively, Astoria's first postmaster, left the area for the California gold fields, the post office was turned over to Truman P. Powers, a resident of Upper Astoria, who moved its location in 1853 near the customhouse where it remained until the lower town reclaimed the office in 1861 (Cleveland 1903:136; Berney 1986).

By 1850 Astoria's population had grown to about 250, and in 1856 the town, including all of the Shively claim and a portion of the McClure claim, was incorporated by the territorial legislature (Cleveland 1903:135). The incorporation, however, did

not include Upper Astoria, but though few people resided in that particular district at the time, Upper Astoria was starting to form its own social, economic, and political identity—all planned and instigated by John Adair. The separation of the upper and lower towns was not only a state of mind but also was brought about by natural physical restrictions surrounding Upper Astoria, namely the Columbia River and exceedingly steep and densely forested hills (Figure 3). No road linked the two communities during the early days, and McClure's Astoria could only be reached by boat from Upper Astoria. According to Judge William Strong who passed through Astoria in 1850, "a road between the two places would have weakened the differences of both, isolation being the protection of either" (Strong 1878:19).

A military road was planned between Astoria and Salem in the mid-1850s by Civil War general Joseph Hooker during his early tenure in the Pacific Northwest. The purpose of the route was to move troops between the two points if Astoria were ever attacked by sea or the Columbia River. The route was surveyed in 1856 and a trail blazed from near the U.S. Customhouse in Upper Astoria (near 37th Street), across the lower levels of Saddle Mountain close to present-day U.S. Highway 26, and south to Salem (Morrell 1990:7, 10; Figure 4). In 1858 the road was opened as a "pack trail" but was difficult to maintain and could not be kept open.

There were high hopes that Upper Astoria would supplant the lower town as the port of greatest achievement and significance. "Upper Astoria is bound to be a large place," commented Charles Stevens in 1855, and in a letter to his family offered one of the earliest observations of the young settlement (Rockwood 1937a:169):

Now, there is but one small store at the upper place, and it appears to us that a better place for a person to invest his loos [sic] change, or to commence a store, is hard to find. There has [sic] been three wharfs built at the upper town this last summer, two of them about three hundred feet long, that is, out into the river . . .

John Adair went about his business of developing Upper Astoria and included plans to institute steamboat transportation, the first of its kind on the lower Columbia River, between Uppertown, Portland, and Oregon City. Along with Captain Daniel Frost and the firm Leonard & Green, a 90-foot side-wheeler named *Columbia*, after Captain Robert Gray's ship, was constructed in Upper Astoria (*Oregonian* 1928). A rather jerry-built craft, small in size, and not the most comfortable for passengers, she was "functional in design—that is, she was without ornament and jigsaw trim as were her more elegant successors . . . nor was she very substantial, but when steam got into her cylinders, she would go, and that was what counted" (Mills 1977:16). The steamboat *Columbia* left Upper Astoria for its maiden voyage to Oregon City in July 1850 and was received with jubilation along the way. The side-wheeler was somewhat of a success for two years until competition with the faster, larger stern-wheelers that succeeded her caused her demise.

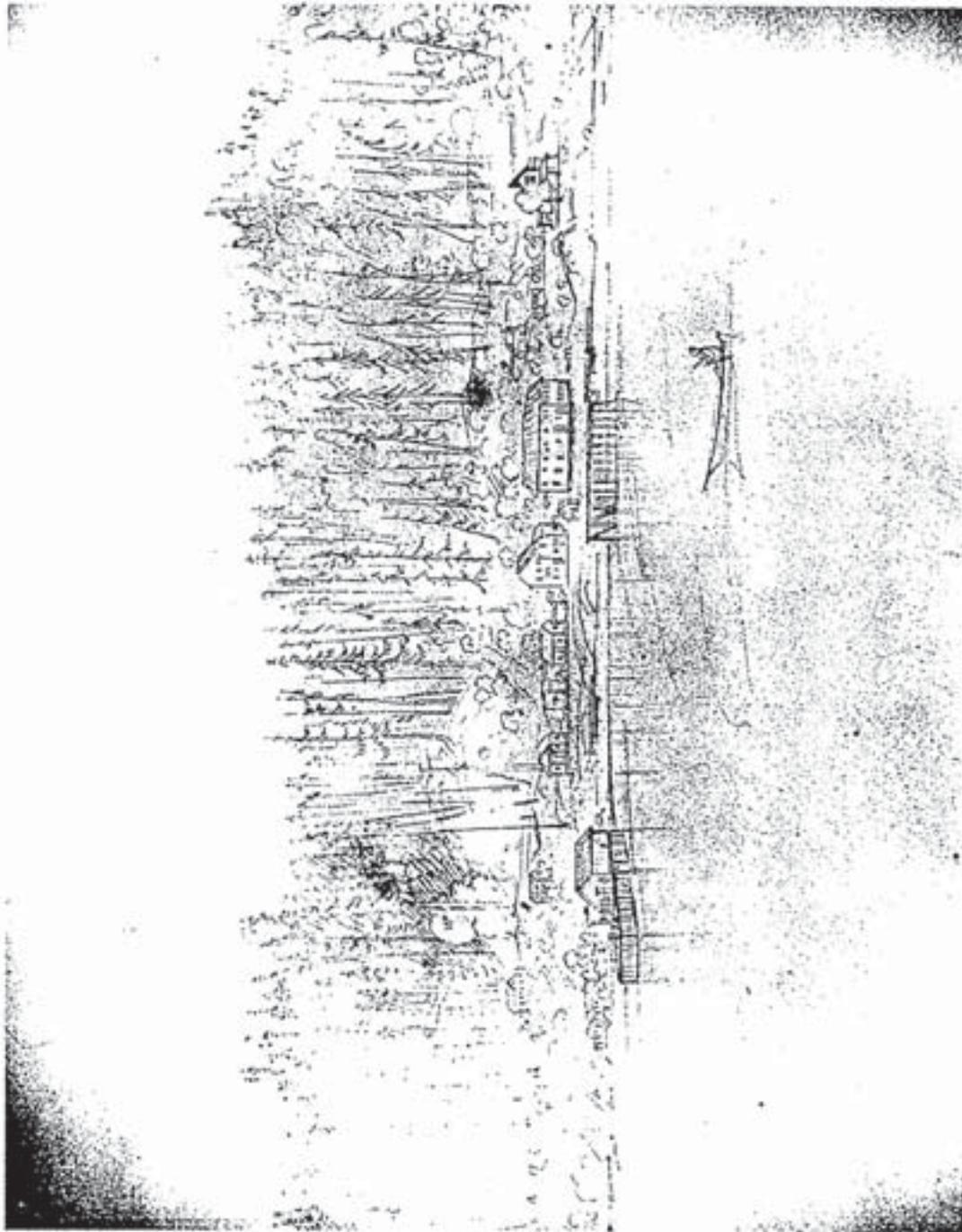


Figure 3. Sketch of Upper Astoria in 1854 by James Madison Alden showing the extent of development at that time. The U.S. Customhouse is illustrated left of center in the sketch (Goetzmann 1988:76).

Those vacationing to the coast from Portland between 1860 and 1870 via these stern-wheelers did not consider Astoria a particularly notable destination. Leisure seekers traveled down the Columbia River enroute to Seaside and Clatsop Beach rather than Astoria or Upper Astoria. Ever struggling to make a name for itself, Astoria was still a relatively raw community by 1870:

Astoria itself offered little to the excursionist. A town built on stilts out over the tide flats and living mainly on fishing, some sea trade, and lumbering, Astoria remained for many years markedly ugly, so that its strongest partisans talked about its setting, with the forested hills rising behind it and the broad bay before it, or its quaintness with the wooden streets, and tactfully said nothing about the town itself. One did not, it seemed, stop at Astoria, except to change boats and go somewhere else (Mills 1977:156-57).

During the 1860s, steady growth due to shipping, the establishment of steamer lines between Portland and San Francisco, and increased settlement in Clatsop County helped boost the status of Upper Astoria. In January 1866 John Adair recorded a plat for the "Port of Upper Astoria," a political move that officially acknowledged the existence of Uppertown as an autonomous community (Clatsop County n.d.a:1; Figure 5). Adair named streets running parallel to the river in numerical order. Those running perpendicular to the river were assigned the following

Augur Avenue	(33rd Street)
Abernethy Avenue	(34th Street)
Bonniville Avenue	(35th Street)
Brenhant Avenue	(36th Street)
Canby Avenue	(37th Street)
Dickenson Avenue	(38th Street)
Carnes Avenue	(39th Street)
Givin Avenue	(40th Street)

In 1865, Christian Leinenweber launched the first industrial undertaking in Uppertown, the Astoria Hemlock Tannery, which employed 30 Upper Astorians at the time of its initial opening (Cleveland 1903:137). This action marked the beginning of an economic breakthrough for Upper Astoria. As early as 1873 the salmon canning industry was underway in Uppertown, the most significant and lucrative industry that developed along the waterfront of Upper Astoria during the ensuing two decades.

Industrial Growth and the Coming of the Railroad to Upper Astoria

The 1870s marked a boom in industry for Uppertown, and the community's population rose dramatically. Houses were in great demand during this period, and a building boom was sparked. The *Astorian* noted that in April 1877 "2,628 immigrants

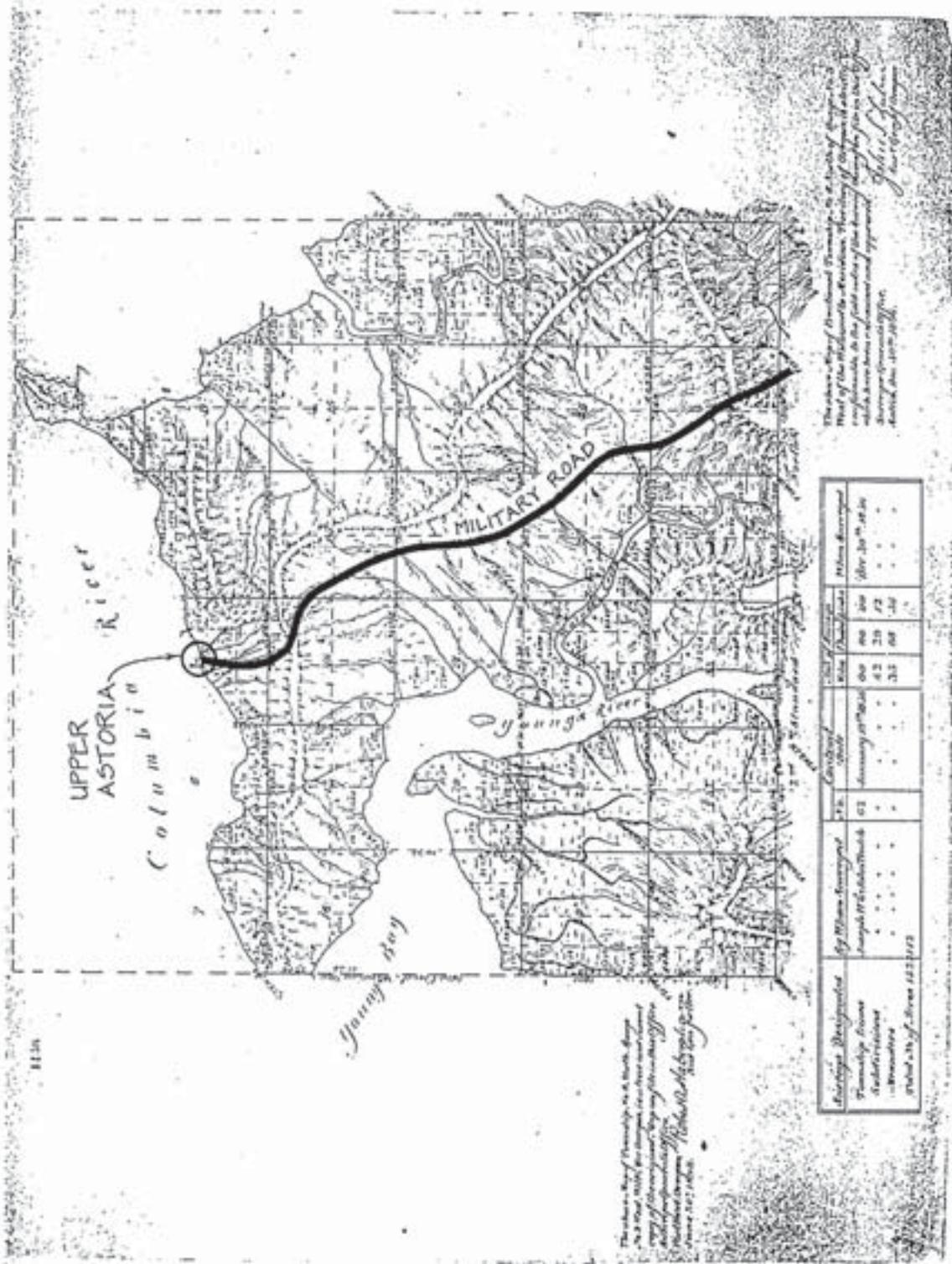


Figure 4. General Land Office survey plat of 1856 showing military road terminating in Upper Astoria.

landed at Astoria by steamers [and approximately] 1,700 proceeded inland in search of homes" (*Astorian* 1877). Most had come to the area to work in the newly instituted salmon fishing and cannery industry. Wallis Nash, a prominent London attorney with a keen interest in Oregon's potential for railroad and land development, stopped in Astoria during his travels through the state in 1877 and offered this description of the active port:

In the course of the . . . afternoon we reached Astoria, planted within the great Columbia River bar. The sun shone brightly on the white houses dotted about on the hill-sides, and grouped among the pine-trees. The slope of the hills behind is so steep as to afford no room for the rapidly-growing town, and piles are being pushed far out into the water, on which rows of houses and shops are built. But American enterprise is hard at work; and already a broad gap in the sky-line behind shows where a road is cut through, the displaced rock and stone being run in waggons [sic] rapidly down the steep slope and tilted into the margin of the river. Firm foundations are thus gained, and before long a solid line of wharves, lined with substantial warehouses, will accommodate the extending trade. Several large ships were lying at anchor, and the little town was full of life and bustle (Nash 1976:243-44).

The city limits were firmly set when the city charter passed in 1876. Shively's claim, Hustler and Aiken's Addition, and all of McClure and Olney's Addition were officially included in the "City of Astoria." The eastern portion of Shively's Addition, what is today referred to as Uppertown (not including Adair's Addition), was also embraced in the city limits at this time. Upper Astoria, however, still only consisted of a few houses located mostly in the two blocks between 31st and 34th streets or strewn along the bank of the Columbia.

There began a concerted effort to abolish the rivalry between the upper and lower towns, though locally they were still considered quite detached. The two communities were spatially segregated socially and politically, and no roadway linked them prior to 1878. Plans were eventually formulated to connect the lower and upper towns with Tongue Point, and construction commenced in 1878:

We are all jubilant over the progress of the roadway so fast being constructed toward this burg. The supervisor of roads for this district being desirous of having the road from the terminus of the roadway to Tongue point completed by the time the roadway is done, has ordered out a large force of men, mostly Chinamen, to put the road in first class order. Major A.H. Sales has charge of the work from the Fisherman's cannery to Tongue point, and Mr. T.C. George from Booth's cannery to the Fishermen's, and they are both doing some excellent work. By the 15th of July [work should be completed] (*Daily Astorian* 1878).

The salmon canning industry was one of the region's earliest commercial successes, and Upper Astoria's importance surged in the 1870s because of it. Though salmon canning was introduced on the Columbia River as early as 1866, the Upper Astoria canneries did not get their start until the early 1870s (Smith 1979:15-17). Prior

to this, the industry's primary activities included smoking and salting salmon and shipping the product to Hawaii, then known as the Sandwich Islands. Then in 1873 John Badollet opened the first cannery in Astoria, Badollet and Company located in Uppertown, one of eight canneries in existence on the Columbia River at that time (Craig and Hacker 1940:151; Miller 1958:236). Ten extremely productive and lucrative years passed before the salmon packing industry reached its peak in 1883 and 1884 when there were 39 plants in all in production on the Columbia River. By 1888, 11 of these canneries operating on the river were located in Uppertown and built on pilings out into the Columbia River to serve the fishermen from their boats. In addition to the canneries, a salmon oil refinery was opened in Upper Astoria by Weber & Company during 1876 (Craig and Hacker 1940:163).

Table 1. Upper Astoria salmon canneries, 1888.

<i>Cannery</i>	<i>Constructed</i>	<i>Location</i>	<i>Fleet</i>
I.X.L. Cannery	1882	between 27th & 28th	35 boats
Pacific Union Packing Company	1882	between 28th & 29th	20 boats
Columbia Canning Company	1882	between 29th & 30th	45 boats
Occident Packing Company	1880	between 30th & 31st	25 boats
West Coast Packing Company	1880	between 31st & 32nd	26 boats
A. Booth Packing Company	1875	between 33rd & 34th	42 boats
Badollet & Company	1873	between 34th & 35th	56 boats
George & Barker's Salmon Cannery	1885	end of 37th	30 boats
White Star Packing Company	?	between 38th & 39th	?
Fishermen's Packing Company	?	between 38th & 39th	37 boats
J.O. Hanthorn & Company	1875	between 39th & 40th	40 boats

(Sanborn Map & Publishing Company 1888; Sanborn-Perris Map Company 1892; Smith 1979:20)

By 1892 all of these Upper Astoria canneries except the White Star cannery were standing, but only Pacific Union, A. Booth, George & Barker, and Hanthorn were in operation. The industry was in a constant state of flux after it peaked in the mid-1880s. Fishermen, encouraged by their employers (the canneries), so much salmon that the canneries ended up wasting entire catches, and many fish were literally thrown back in the river. There were too many canneries; the market was saturated, and profits plummeted. By 1896 the Pacific Union cannery had discontinued operations, but the Columbia cannery was revived and reopened. The canneries that had ceased production (Pacific Union, Occident, and Badollet) were used strictly as fishing stations and for boat and net storage. Although the industry would be kept alive for decades to come, it never again rose to its former boom status.

Astoria's salmon fishing and packing industry brought an inundation of immigrants into the region, mostly of Chinese, Finnish, and Scandinavian descent. Of these, the Chinese were the least accepted group and were often the target of cruelty and mockery. Anti-Chinese organizations, such as the People's Protecting Alliance of Oregon reorganized in Astoria during 1876, were created to keep the races in their so-called "rightful place" and to minimize opportunities for the Chinese (*Daily Astorian* 1876).

The Chinese established themselves in both Upper Astoria and the lower town during the 1870s and by 1873 had established "a town by themselves of considerable size, back of upper Astoria" (Penner 1990:11). Most worked in the salmon canneries, but others living in Upper Astoria found employment in a shoe factory, as cooks, laborers, grocers, launderers, and servants (Penner 1990:74). By 1880 the Chinese population in Uppertown was over 900 (99% male), and the 1880 census enumerated 1,208 in Astoria as a whole, three-quarters of which worked in the canneries (*Daily Astorian* 1880). When it first opened in 1875, A. Booth and Company at Uppertown employed 180 men, the majority of whom were Chinese (*Daily Astorian* 1875). The Sanborn Fire Insurance maps for 1888 indicate the Chinese were very much a part of the Upper Astoria population. Chinese mess houses and quarters were once located adjacent to many of Uppertown's canneries, and Chinese laundries dotted the commercial strip along what is today Marine Drive. By 1896, Booth, George & Barker, and Hanthorn canneries were each operating with mostly Chinese employees (Sanborn-Perris Map Company 1896). A large vegetable and pork farm run by the Chinese once existed where the Harrison Drive development is now located near 36th Street (Berney 1986).

The advent of the fishing industry also brought hordes of northwestern Europeans to Astoria during the late 19th century. Emigration from the Old World was strongest by the mid-19th century and peaked beginning in 1880 (Fapso 1990:28; Hasselmo 1976:12-13, 16). They were prompted to come to America by advertisements of gainful opportunities as well as the lessening opportunities in their own homeland. The promise of high wages offered by the Pacific Northwest fishing industry was especially attractive to Scandinavian immigrants. Migration into Oregon followed two principal waves, one between 1880 and 1890, encouraged by the completion of the transcontinental railroad to Portland in 1883, and the second in 1900-1910 directly influenced by the Lewis & Clark Exposition of 1905 (Smith 1956:11).

Although Finlanders established their principal community in Uniontown at lower Astoria, a substantial enclave of Finns did settle in Uppertown as well (Kaufman 1981:6; U.S. Census 1900). Upper Astoria was the new home for the majority of immigrant Scandinavians who arrived in the area during the 1870s and 1880s. The Scandinavians, comprising Swedes, Norwegians, and Danes, were well respected in civic circles and were known to be "progressive and almost to a man own their own homes,

not shacks or hovels, but well built, roomy houses . . . [in addition, they] come from a country where the public school system is well established, and are zealous in the cause of public schools of this city" (Cleveland 1903:147-48).

The canneries of Upper Astoria were coming into their most active period by 1880, and the local economy beckoned immigrants to fish. The ethnic origin of most fishermen in 1880 was Scandinavian. The census enumerated 224 Swedes, 142 Norwegians, 140 Finns, and 49 Danes in the fishing trade (Smith 1979:27). The fishing trade itself was set up according to ethnic group, each using the type of fishing gear most closely associated with their ethnic identity. For example, the gillnetters and trapmen of Upper Astoria (the most numerous group) were primarily Norwegian and Swedish. The fishermen tended to sort themselves into groups according to community.

The Scandinavians chose to settle in Upper Astoria since it was the part of the city closest to their work. There they built houses, churches, and schools and started community service clubs patterned after Old World tradition. One of the first ethnic churches established in Uppertown was the Norwegian-Danish Methodist Episcopal Church organized in 1882 (Berney 1986). The congregation's church building stood at 37th and Duane. In 1884 the Norwegian Evangelical Lutheran congregation was organized (Hauke 1983:25). Other Upper Astoria churches founded by Scandinavians included the Swedish Lutheran Church on Franklin between 35th and 36th, Bethany Lutheran at 29th and Grand, and the former Chapel of the Holy Innocents (Swanson 1979).

Scandinavians owned three of the leading Astoria canneries in the 1880s: West Coast Packing Company, Pacific Union Cannery (both in Uppertown), and Scandinavian Packing Company just east of Uppertown in Alderbrook (Bjork 1958:554). Although fishing was central in the lives of Upper Astoria Scandinavians, they were also involved in farming, logging, mill working, and other occupations as well. When the fishing season ceased during winter months, many fishermen sought employment as carpenters, in the city's public works department, at local sawmills, or simply prepared themselves for the next fishing season.

Other industries were prominent fixtures in the Uppertown landscape beginning in the 1870s and 1880s. In 1875 the Astoria Brewery, the city's oldest, opened a branch saloon in Uppertown (Hankel 1989:17). The North Pacific Brewery was opened in the neighborhood by John Kopp in 1884 initially at 34th and Grand, then again at 30th and Marine Drive in 1896 after a fire destroyed the original property.

The Clatsop Mill, established by the Marshall J. Kinney family, was a leading Upper Astoria sawmill and box factory beginning in 1884 (Miller 1958:217-18). The mill was originally located at 14th and Duane but caught fire and was consumed in

1883 along with a good portion of downtown Astoria. The mill was rebuilt in Uppertown the following year, but caught fire again and burned in 1903. It was rebuilt a third time and was converted to a door and sash factory employing 120 men per shift. Yet another fire in 1914 consumed the mill, and the business reopened in 1921 as the Astoria Box Company employing 60 men. [The old Astoria Box Company's Saw Mill and Box Factory, in existence by 1888, was located among the canneries in Upper Astoria between George & Barker's cannery and the White Star cannery.] The Clatsop Mill in its Uppertown location greatly expanded between 1892 and 1896. The mill owners modified the old I.X.L. cannery building to the east for lumber storage by 1892 (Sanborn-Perris Map Company 1892). This cannery was again transformed within four years into a box factory (Sanborn-Perris Map Company 1896). By 1896, the entire Clatsop Mill complex stretched along Marine Drive from 26th to 28th Street.

Industrial development spurred expansion in Upper Astoria by the mid-1880s. In 1886 John Adair recorded plats of "Adair's East Addition to Astoria" and "Adair's North Addition to the Port of Upper Astoria," and in 1891 the state legislature extended the boundaries of the City of Astoria to include the Port of Upper Astoria (Clatsop County n.d.c:21; Clatsop County n.d.b:91; Curtis 1984:3). Street names in both Shively's eastern tract and Adair's Astoria were officially changed just after 1892 to their present listing. Boosterism and pride in the community was evident more than ever, and visions of a bright future for Upper Astoria were shared by many:

Adair's Astoria lies next below Tongue Point and comprises some of the very best property on the Columbia Slope. It was settled upon by General John Adair, son of Governor Adair of Kentucky, in 1849, upon his appointment as the first collector of customs for Astoria. The prince of all the pioneers, alas, he is dead before the dream of his life was realized. A large part of this town has passed into other hands but the Adairs still retain enough for princely fortunes. In fact, the entire northern slope of the Columbia river front of Astoria, with its unequalled view of bay and bar, is decidedly "in it." These great interests will quickly grade down into business property all of this northern slope . . . (Dell 1893:15).

The 1896 Sanborn Fire Insurance maps of Upper Astoria show how rugged the topography was in this area. With such geographical restrictions, it is a wonder architectural expansion occurred at all. Gullies, knolls, steep hillsides, and beach lines defined the neighborhood and posed construction challenges to house builders. Expansion and development were determined by these features, and though planked roadways were illustrated on plats, topography limited the actual on-the-ground route and throughway of a street. Houses were situated either at the base of hills or on top of them, and they were located where level ground could be found. Thus, Upper Astoria houses in 1896 were constructed in the middle of blocks and even behind other houses, rather than in neat linear rows along main streets.

There were still a number of vacant lots in 1896, particularly on the south side of Franklin between 35th and 40th and south toward Irving Avenue. There was virtually no development from Franklin Avenue south and 35th Street east in 1896. However, the area was rapidly developing by this period, as an article in the *Daily Morning Astorian* will attest (Figure 6):

These days Uppertown presents a busy appearance. From the Clatsop Mills east to Alderbrook the scene is one of activity. Canneries, sawmills, and box factories are in full operation and with the public and private improvements going on it gives a striking indication of prosperous times. From the turn in the street at the Clatsop Mill east as far as the eye can reach, the thoroughfare is strewn with piles of lumber . . . (*Daily Morning Astorian* 1895:4).

The commercial district of Uppertown in 1896 was limited to groceries, saloons, mercantiles, boarding houses, tenements, and some single-family dwellings, all lined on the south side of present-day Marine Drive between 27th and 30th streets. It is evident by the type of development along the river drive that businesses catered to the fishing trade.

Until the 1880s the citizens of Upper Astoria relied primarily on river transportation to connect the community with other cities. Wagon roads, though only in fair condition, transported people overland. The age of the railroad was already upon the rest of Oregon, yet Astoria remained isolated from the rail network of the nation. Astoria needed a rail connection to keep up with the rest of the state and to further its goals of economic development:

Ocean, river, harbor, timber, coal and iron, fruitful soil, exhaustless fisheries, enchanting scenery, matchless climate, wealthy and intelligent people—Astoria has them all. What is there lacking to make it the "proud emporium of trade" its far-seeing founder designed it to be? What is there lacking to insure [sic] it the imperial throne of northwestern commerce, to make it the undisputed queen-city of the North Pacific Coast?

But one thing—railroad connection with the great lines leading east. It is a strange lacking. There is no other city of 12,000 people in the United States without a railroad. There are no transcontinental railways north of San Francisco. There can be none, that does not terminate in Astoria. There is no other deep-water harbor at which a road can end. The Northern Pacific, the Union Pacific, and the Great Northern, are transcontinental lines in name alone. They can be nothing more until they reach the ocean; and that they can do only at Astoria (Donan 18--:np).

Astoria's rail development had several false starts and was slow to come. The Northern Pacific Railway Company was the first to commit to a construction project to Astoria. In 1883 the company built 40 miles of track along the Columbia River from Portland west to Goble, 58 miles east of Astoria (Culp 1972:115; Miller 1958:155). Instead of continuing west from Goble to Astoria, however, the train was ferried across

the river to Kalama, Washington. Finally in 1888 a number of businessmen planned a railroad from Astoria to Hillsboro, called the Astoria and South Coast Railroad, that would run south to Clatsop Beach, up the Lewis and Clark River, across the Coast Range, and into Forest Grove and Hillsboro (Miller 1958:156). Construction was started at both Hillsboro and Astoria concurrently in 1889, but work on the Hillsboro end ran into financial difficulties and was stopped. Several other rail-building schemes were attempted, but all failed. The one project that was eventually successful was Andrew B. Hammond's Astoria and Columbia River Railroad. With much will and determination, Hammond completed the line from Astoria through Uppertown until it connected with the Northern Pacific at Goble. The first train ran through Upper Astoria in 1898 (Culp 1972:115-18).

Rail service in and out of Astoria was not the only transportation concern plaguing Astorians in the 1880s. Within the city limits, public transportation prior to 1888 was provided by a fleet of stage coaches operated by the O'Brien Hotel at 17th and Duane (Dennon 1989a:16). The stages ran at regular intervals from the post office downtown to Upper Astoria. The city's population, however, had grown to the point where more efficient public transportation was needed between Uniontown and Alderbrook. The Astoria Street Railway Company formed a horse-drawn system in 1888, and construction began at 8th and Bond downtown. The goal was to at least reach the eastern city limits of Adair's Addition. The route passed the Clatsop Mill at 24th and present-day Marine Drive and continued to 31st Street. In 1889 a trestle was built north from 32nd Street for one block, then curved east on Duane to 35th, then north for another block, and east to end at 37th Street. The terminus of the track was at the Astoria Box Factory between 38th and 39th.

Electric power entered the scene in 1891, and streetcar conversion took place. A powerhouse was erected just east of the Astoria Box Factory, and service began in 1892 (Dennon 1989a:20). The company went into debt, however, within seven years due to a lack of riders. The Panic of 1893 shut down all but one Uppertown cannery, business took a plunge, and the company never recovered financially. After the turn of the century streetcar operations were transferred to Pacific Power and Light Company, and by 1910 the system was again running through Upper Astoria (Dennon 1989b:25).

Upper Astoria in the Progressive Era

The effects of the Progressive Era on Upper Astoria were most evident between 1886 and 1919 when community members crusaded against the social, political, and moral ills of the time. Through political and organizational channels, the citizens of Uppertown rallied for occupational safety and fair wages using the power of union formation and worked toward public health concerns and city betterment. Even before

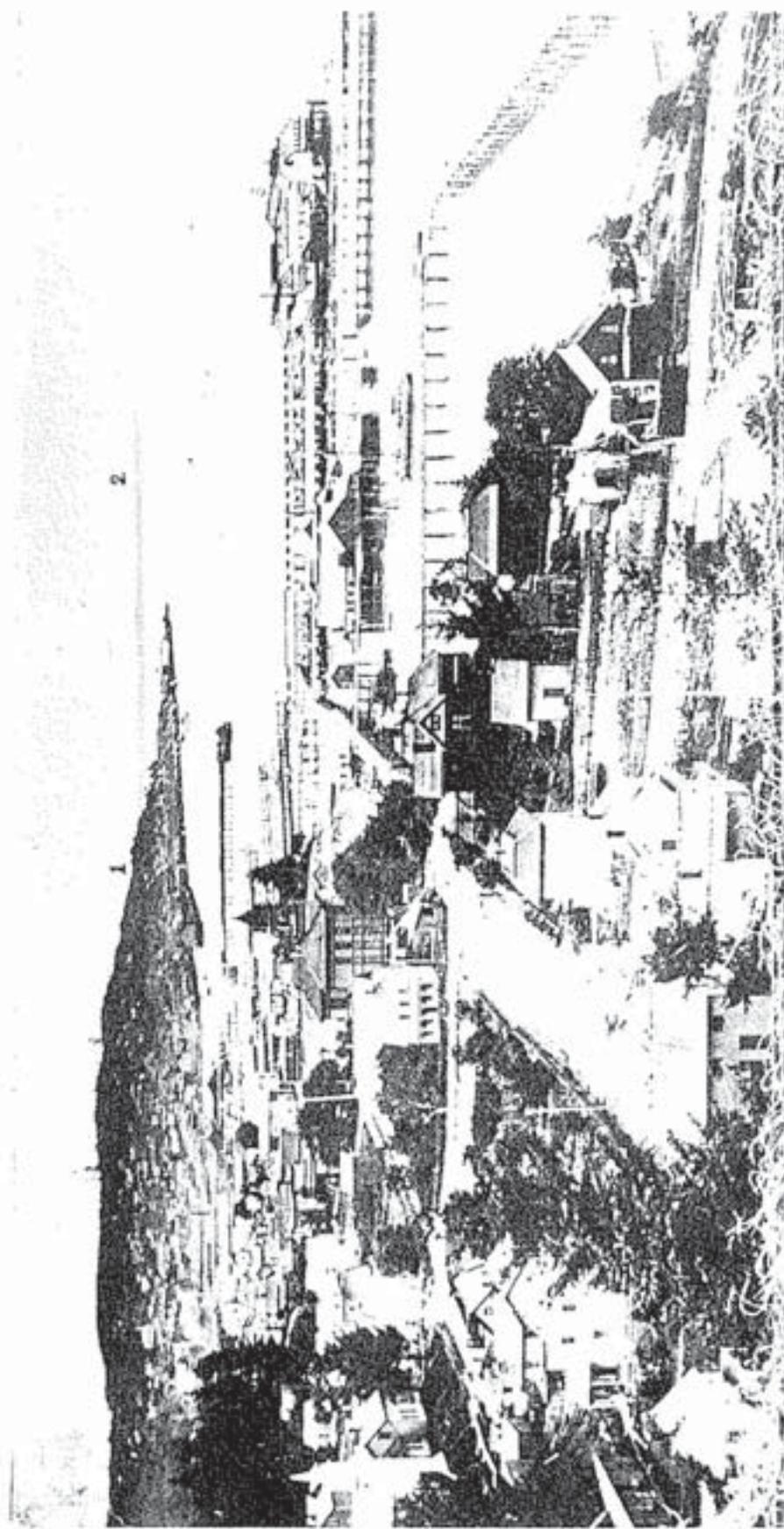


Figure 6. Photographic view of Upper Astoria looking west in 1895 (courtesy of Columbia River Maritime Museum).

the emergence of the Progressive Era, Astoria made lawful efforts to preserve morals by cutting down on crime in the city and enforcing appropriate and orderly conduct. Restrictions on the use of firearms, regulations to keep women from working in saloons, and the institution of evening curfews were all on the books prior to 1880. Keeping women out of taverns apparently was a constant issue. In 1896 an ordinance was enacted to "prevent women from loitering in bar rooms, drinking shops, or club or gambling rooms" (Miller 1958:132). Public health and safety concerns led to the passing of another city ordinance that forbade livestock to run at large.

Saloons were well represented among the commercial establishments along Franklin Avenue (Marine Drive) since the earliest development of Uppertown's business district. Prohibition put an end to that livelihood. Uppertown's brewery operations at the North Pacific Brewing Company were closed in 1914, and in 1916 the brewery was turned into a condensed milk plant by the Far West Milk Products Company (Hankel 1989:22; Tetlow 1983). The business eventually went bankrupt due to a lack of support, and the brewery operation was never revived.

The formation of the cannery unions (largely Scandinavian) was perhaps the most pervasive movement in Upper Astoria during the Progressive Era. The Scandinavian gillnetters organized the Columbia River Fishermen's Protective Union in the late 1880s to protect wages and improve working conditions for fishermen (Smith 1979:27-28). The union was originally organized in May 1879 but was weakened by cannery owners' actions against union formation. The league was formed a second time in April 1886 and immediately forced canneries to increase the price per fish offered to fishermen. The union this time included the interests of canners and other fishing industry businessmen in an effort to maintain the quality image of their canned salmon.

The union was successful until a three-month-long strike in 1896 damaged the strength and integrity of the Columbia River Fishermen's Protective Union (Smith 1979:29). Not only did the strike affect canners and fishermen but also the businesses throughout the community dependent upon the fishing industry. When the U.S. entered World War I, the price paid for fish increased due to war-time demand, but the union still dissolved in 1917. Union sentiments were strong, nevertheless, and the Columbia River Fishermen's League was organized in 1918. The group was short-lived, yet sprouted a newly organized Columbia River Fishermen's Protective Union in 1926 when the League fell apart. The Union remained healthy and even expanded to include cannery workers in 1933 (Smith 1979:30).

The Scandinavian people of Uppertown were a progressive lot who battled for good schools and established "a number of [ethnic] societies and clubs, fifteen labor organizations, and more than two score of other associations for the promotion of fraternal and social ends" (Astoria 1919:42). One such organization was a young

people's literary society born in 1889 "with the objective to attempt to arouse interest among the young Scandinavians growing up [in Upper Astoria] for the good and noble in life" (Bjork 1958:616-17). The program included songs, declamations, talks, and discussions to build up a library and to counteract the influence of the dance hall and the saloon.

Early in 1902 the Owapunpun Club was founded by a group of young men to promote athletics (principally basketball, football, and baseball) and social interaction among the "heirs of the better families" of Uppertown's Scandinavian population (Palmberg 1993:1; Olsen 1990:13; Anonymous 1981:18). The name of the club was changed to Columbia Club in 1910, and members constructed a field at 36th and Leif Erikson. Their club house was located in a former tavern building at 37th and Leif Erikson then moved to the second floor of an Uppertown grocery store on Marine near 28th.

The Uppertown Finns represented nearly one-third of the neighborhood's population and were a notable group in the social development and betterment of the community. In 1907 they erected a National Hall in Uppertown as a youth recreation center (Miller 1958:196). The building was also used as a practice hall by Upper Astoria's Finnish band. Finnish music could be heard by all in the neighborhood on Sunday mornings when the band would walk down the street playing.

The Progressive Era was also a time of city improvements, especially toward sewer systems and streets. The majority of Upper Astoria's streets were only open for a few blocks in 1908 and were impassible by wagon and team after a certain point. Stairways leading to houses and between streets are shown on early maps, and it was obviously easier to get around the neighborhood on foot than by wagon (Sanborn-Perris Map Company 1908). Extensive redecking, planking, grading, and paving of streets was conducted throughout Uppertown between 1911 and 1916, and the sewer system was expanded and improved. Continued public improvements to Upper Astoria in the late 1910s were largely the result of the 1916 formation of the Uppertown Development League whose focus was to support "a strong organization to work in union for the best interests of their section of the city" and to "promote a clearer understanding of the problems affecting the welfare and progress of the community" (*Astoria Evening Budget* 1916:1, 5). Two devastating fires swept through downtown Astoria during 1883 and again in 1922, but Uppertown was spared from the catastrophes. The look of downtown Astoria changed dramatically and quickly because of these disasters, but most physical change in Upper Astoria was slow to come.

The Astoria Centennial of 1911 promoted boosterism and city beautification that included neighborhood landscaping and the development of parks. The Astoria Chamber of Commerce took every opportunity to paint a virtuous, clean-city image

of the city, an action that was popular in the eyes of many booster groups throughout cities and communities during the Progressive Era:

Most people like to live in a clean town—a physically clean and shining town, and so most people will like Astoria. There is a great contrast between the smoky, dirty, unkempt small cities of the middle states and those of the Pacific Coast. Astoria exemplifies this. Here one finds broad macadam streets bound by uncompromisingly straight and solid stone curbs, instead of the dirt or brick streets that seem to wander aimlessly through unkempt plots of grass where parking strips should be, but are not. Here are clean straight cement sidewalks. Here are sewage and drainage systems which are models of their kind. And here is pure, sparkling mountain water in such abundance that no one needs to compute the amount which runs through the meter each time. The garden is watered. Let the hose run all day. The Astoria reservoirs have plenty more and to spare (Astoria 1919:10).

The Chamber of Commerce's hype about the city may be a reflection of development trends that had taken place just after the turn of the century. A building boom in Uppertown of proportions never seen before transpired during the Progressive Era. Construction in the neighborhood increased to well over 150% in the 20 years between 1890 and 1910. Of the houses standing today in Adair's Addition alone, nearly one-half were constructed between 1900 and 1910 (Northwest 1989).

The Motor Age: World War I to World War II

The automobile made its appearance in Astoria in 1904, and in 1913 the city's first Ford dealership opened its doors downtown (Anonymous 1980:23; Lovell 1988:4). In a relatively short time this new vehicle had largely replaced the use of team and wagon in the streets of the city. Astoria was moving ahead with every hope of becoming the "New York City of the Pacific." The Chamber of Commerce did their part in promoting the city and soliciting new businesses and industry:

...the ideal combination is where business and nature have gotten together, so to speak, and have sent an invitation to us to partake of the benefits of the co-partnership. *Astoria is the embodiment of this ideal combination.* It has work for you if you are looking for work, enterprise for you if you are enterprising, opportunity if it be opportunity you seek. It is marching forward in a strictly business way that brooks no obstacle in the pathway of eventual gigantic success. It holds out bread and butter, verily, and much more, to such as will seek its bounty. It is a place for a home "made of hands" and Oregon timber. It is not a fairy city, set in fairyland, nor a playground, nor a "fine place for retired people" who have made their wealth or lived their lives of activity elsewhere. Rather, it is a live, full-muscled, red-blooded city in a stirring region where mental and physical manhood and womanhood find much to do (Astoria 1919:46-47).

Upper Astoria witnessed about a 25% increase in home building between 1915 and 1925. Employment opportunities were generated by war-time prosperity in Astoria during the 1914-1918 period. Uppertown industries, such as the Clatsop Mill, the Astoria Box Company, and the few canneries that remained along the waterfront, supplied jobs to residents.

The ruinous 1922 fire in downtown Astoria was a catalyst for many municipal changes in the city. The street railway system, of which the downtown portion was completely destroyed in the fire, was succeeded by a "modern motor bus service" headed by the Astoria Transit Company (Barr c.1925:np). The old North Pacific Brewery beer storage building on Marine Drive between 29th and 30th was converted into a new fire station for the neighborhood in 1928 (Hankel 1989:22, 24). Fear of an equally debilitating conflagration in Uppertown prompted city officials to abandon the aged wooden fire station for the security of the vacant fireproof brick brewery structure. To rid Upper Astoria of its flammable wooden plank roadways, a variety of street improvement projects involving street paving took place in the neighborhood through the 1920s.

The city's Port of Astoria had entered one of its busiest periods. New industries of flour and grain milling, oil and petroleum fuel distribution, iron and steel works, and furniture manufacturing contributed to Astoria's bright future in the 20th century. Lumber handling, canned salmon exporting, and shipping-related business continued to thrive. The major industries by the mid-1920s were salmon packing, butter and ice cream manufacture, and flour and lumber mills. In addition to the iron works and furniture manufacturing trades, other smaller industries included cigar factories, ship building, and vegetable and fruit canneries.

Road construction and road improvement during this period was implemented by Clatsop County beginning in 1913 under the County Bonding Act provided by the State Highway Department (Miller 1958:151). Construction of the Columbia Highway was first launched in 1913 along the south side of the river between Astoria and Westport. The road was continued to Seaside the following year. Construction of the Roosevelt Highway (U.S. 101) running through Astoria was begun in 1914 and completed by 1936 (Smith et al. 1989:34).

The manufacturing needs of the World War I years between 1914 and 1918 stimulated Upper Astoria's economy, particularly the fishing industry. The Uppertown fisheries were operating at top production to keep up with the demand for canned salmon. War time increased the numbers of fishers, canners, and consumers, and the salmon pack increased by one-third, doubling Astoria's exports (Smith 1979:68-69). European sales of canned salmon skyrocketed 250% higher from before 1914, and the annual domestic export averaged to more than 80 million pounds. The number of canneries operating along the Columbia between 1914 and 1931 was comparable to the

1890s (Craig and Hacker 1940:152-53). The great number of pounds of fish caught and cases of salmon packed remained steady through the post-war period and did not markedly change until 1921 when the number of cases packed decreased by nearly half (Craig and Hacker 1940:153). Even during the post-war period there were 20 active canneries and 4,000 employed fishermen in Astoria as of 1919 (Astoria 1919:41).

The prosperity in the fishing grounds led to intense competition among the various groups of fishermen. Conflict between gillnetters, trapmen, upriver fishwheel operators, and seiners caused numerous tussles long before the turn of the century. These squabbles between the groups over fishing territory and the use of specific gear only occasionally resulted in bloodshed. The "fish fights" were also politically fueled by a 1902 Oregon constitutional amendment that allowed publically sponsored initiatives and referendums that could both make and veto laws concerning the fishing industry (Smith 1979:93-94). Several ballot measures were sponsored by fishers, canners, and industry businessmen to limit the type of fish gear used on the Columbia, an act that would greatly benefit some Upper Astoria groups at the expense of others.

The Oregon legislature soon became involved in the controversy and expressed its concern with the dwindling salmon habitat resulting from overfishing the Columbia. No one group of fishers could be blamed for the devastation, but fishwheel operators were among those most criticized and targeted. In November of 1926 a measure was put on the ballot supporting the elimination of fishwheels, traps, and drag/purse seines on the Columbia (Donaldson and Cramer 1971:112-13; Smith 1979:95). Those opposed to the measure included the upriver fishers (where fishwheels were most abundant) and the City of Astoria. Astoria had a keen interest in the battle namely because every canner in town, with the exception of the Union Fishermen's Cooperative Packing Company, owned and operated most of the Columbia River seines and either owned or leased valuable seining grounds in the lower river. The result of the election--elimination of the gear in question--was a blow to all Astoria canneries. To make matters even worse, Washington state followed in Oregon's footsteps and passed a similar bill in 1934 that created an even more dramatic impact. Oregon's gear ban was eventually lifted, but in 1948 provisions were adopted by Oregon voters that were in line with those in Washington. As an outcome of these restrictions the industry began its steady decline which was later compounded by further loss of salmon habitat due to changing uses of the river:

As the salmon fishery lost its capacity to improve workers' wages, maintain owners' profits, and reduce consumers' costs, it began to lose its power to compete with other uses of Columbia River water resources. In spite of hatchery development, improved management techniques, and attempts to adapt on the part of fishers, processors, and others associated with the fishery, the Columbia River salmon fishery, after the 1920s, experienced a long, slow, undramatic erosion from importance. The erosion resulted from the cumulative effects of the actions of fishers, canners, consumers, resource managers, citizens, and basin developers, each trying to solve the

problems confronting the salmon industry as social priorities and uses of the Columbia River's resources changed. No one person, event, or activity can be blamed for the decline. Because the salmon resource was limited, it could only satisfy a limited number of people. The salmon industry declined as people, one by one, came to depend on other resources (Smith 1979:105).

The destruction of habitat greatly contributed to the decrease in salmon pack and the fishing industry as a whole. For years a combination of hydraulic mining exploits, irrigation projects diverting water from areas of critical habitat, siltation of spawning beds as a result of timber harvesting, and later the construction of Columbia River dams all contributed to this destruction of habitat and a failing industry. The first Columbia River dam, Rock Island Dam completed in 1921, had no provisions for migrating salmon. Thus the beginning of the end of the industry was marked.

The Great Depression of the 1930s brought about a reduction in the amount of Columbia River salmon packed. In addition, the importing of foreign fish products into the U.S., in competition with domestic products, was started in the 1930s. Finally, the construction of Bonneville Dam in the mid-1930s marked the birth of the federal government's campaign to construct a series of dams on the Columbia and its main tributaries, a maneuver that was sure to severely curtail natural salmon runs.

The city in general did not fare well economically during the Depression. Astoria was already in debt before the worst part of the storm hit, and in 1929 two of the city's banks shut their doors. City tax delinquency reached an all-time high of 75%, and talk of bankruptcy resounded throughout the community (Lucas 1986:6). Both the City and Port of Astoria had invested a considerable amount of money in development projects prior to World War I in anticipation of luring new business and industry to the city. Because of these investments, and the lack of new money entering the city, heavy debts piled up. By 1932 both the City and the Port were forced to default on their accrued loans, but within two years an agreement with creditors was reached to repay the indebtedness on an ability-to-pay basis.

Though hard times fell on the city as a whole, hope was in sight. The community's status heightened at the dawn of World War II. The success of business and industry turned around, and Upper Astoria entered the mid-20th century with its best foot forward.

World War II and its Effect on Upper Astoria

The effects of the second World War on the salmon market were similar to those of World War I. Product demand rose, and the Upper Astoria fishing industry did its job to satisfy the demand. Although the number of canneries in operation on the Columbia River remained relatively stable before, during, and after the war, pounds

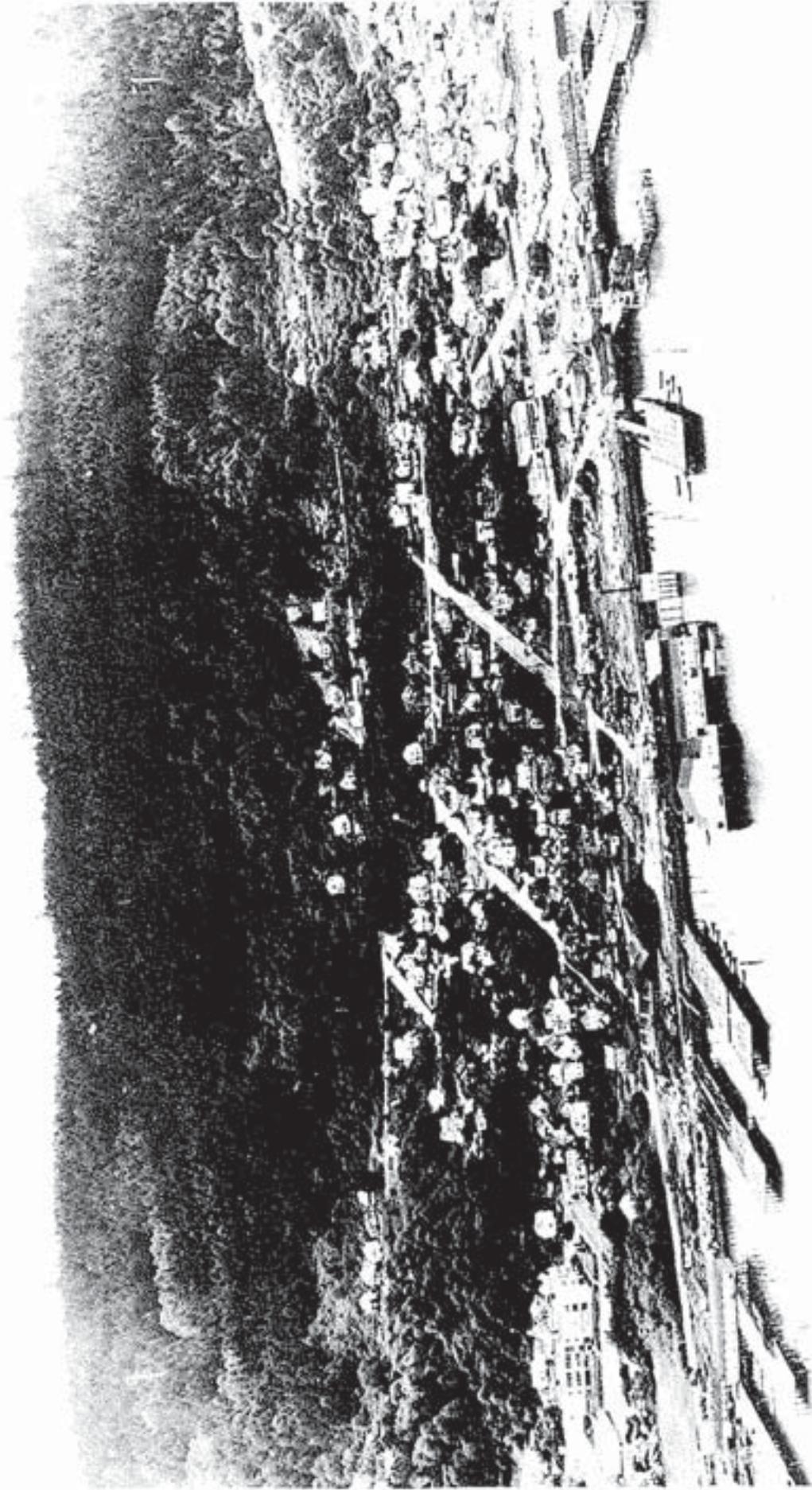


Figure 7. Photographic overview of the Adair neighborhood, 1940s (courtesy of The Compleat Photographer, Astoria).

of salmon caught and cases packed increased noticeably in 1941 and 1942 (Smith 1979:Appendix B). The number of military personnel residing in or near Astoria also rose. This increase in population, however, had little effect on the Adair-Uppertown area. The Adair neighborhood witnessed only a 13% increase in homebuilding during the war period between 1941-44, and building in Uppertown during this time was minimal (Figures 7 and 8).

Upper Astoria was not the site of any specific war effort activity although the area was cumulatively affected by the military presence all around it. Military development tended to be focused either to the east, west, or south (along the coast). The U.S. government regarded the mouth of the Columbia and the entire northwest coast important strategically as well as highly vulnerable to enemy attack. For this reason, Astoria was determined vital to the defense of the nation and was brought under temporary military orders at the onset of the war. For civilians this meant having to observe certain regulations and restrictions including dim-out periods and fishing constraints on both the Columbia and the Pacific. Much to the aggravation of fishers, some of the most productive fishing drifts were deemed off limits by the military. Restrictions were even placed on recreational use of beaches.

The military set up three coast artillery installations at previously established military sites to protect the mouth of the Columbia. The defense unit was called the "Harbor Defenses of the Columbia" and was composed of Fort Stevens (the largest) on the coast and two installations on the Washington side of the Columbia: Fort Canby and Fort Columbia (Kann and Kann 1990a:17).¹ In addition to these facilities, a naval station was organized on Tongue Point. Since 1900 the U.S. Navy had been interested in Tongue Point as a base, but not until 1921 did the military secure a parcel of land there (Kann and Kann 1991:28). Clatsop County citizens rallied to purchase the acreage and donated it to the government for military purposes. Accepting the gift, the Navy proceeded to construct piers and undertake other improvements but abandoned the project. In readiness for entering World War II, Congress revitalized the project in 1939 and approved appropriation of the Tongue Point property (Kann and Kann 1991:31). Naval Air Station, Tongue Point was formally commissioned in 1939. A seaplane base was constructed at the station in 1940, and it became a temporary berthing area for ships of the Pacific Reserve Fleet.

Meanwhile, in Astoria proper, the Clatsop County Civilian Defense Council was established in 1941 and set up their headquarters downtown in City Hall (Kann and Kann 1991:33). By the end of the year, the U.S. formally entered the war after the Pearl Harbor attack on December 7. On Christmas Day, the military acquired a ferry

¹Fort Stevens and Fort Canby were initially established during the Civil War (1862-64) and Fort Columbia during the Spanish-American War (1897-98).

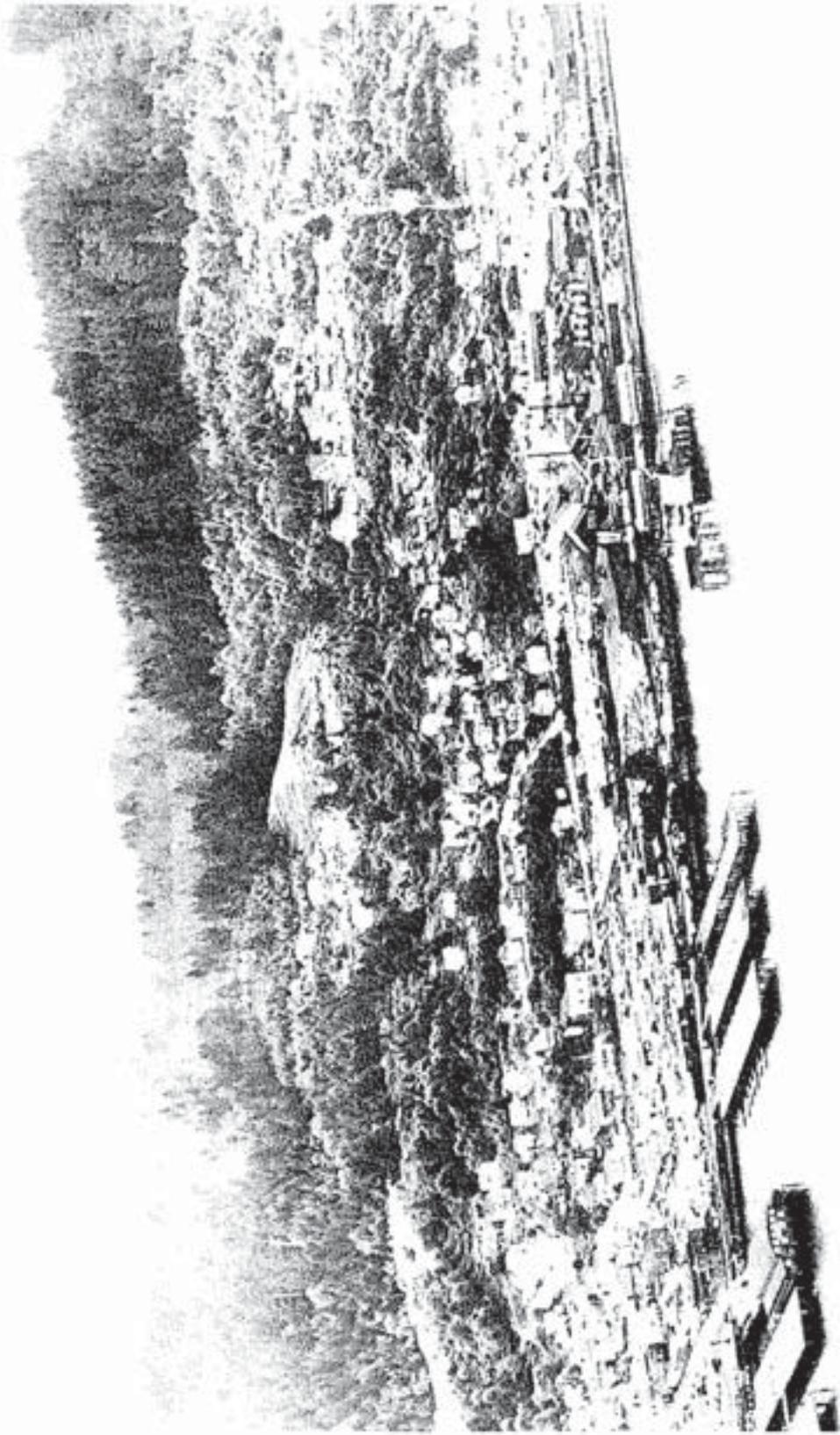


Figure 8. Photographic overview of the Uppertown neighborhood, 1940s (courtesy of The Compleat Photographer, Astoria).

boat (the *Octopus*) and began laying buoyant mines in the Columbia River (Kann and Kann 1990a:22).

An 8:00 a.m. to 6:00 p.m. mandatory curfew was put into effect in March 1942 for all Japanese, German, and Italian aliens and all Japanese-American citizens. Within one week after the curfew was instituted, the army began evacuating all Japanese from the coast (Kann and Kann 1990b:13). Three months later Fort Stevens was shelled by a Japanese submarine. The action constituted the extent of aggression on the U.S. installations in the Astoria vicinity but nevertheless made Astorians more nervous and the military more on guard in the ensuing years of the war. The greatest impact all of this activity had on Upper Astoria was a moderate increase in the construction of new dwellings and conversions of older houses into duplexes and apartments because of the increased war-time population.

Beginning in April 1944 military units disembarked from the Harbor Defenses because of the improved situation of the war. The Columbia River mine field was ordered removed, and slowly personnel at the forts were scaled down. The end of World War II meant a new beginning for Upper Astorians and a time of considerable change to come.

Related Study Units

As prescribed by the Oregon Statewide Inventory Historic/Cultural themes list, related Broad Themes of significance for the Adair-Uppertown neighborhoods are Exploration, Fur Trade, and Native American & Euro-American Relations. There are no explicit records that indicate Indian occupation of Upper Astoria or that the area was used in any way by early explorers or those involved in the fur trade business. Ships did explore the shores of the Columbia River, nevertheless, and fur traders undoubtedly traversed Upper Astoria on their way to and from Fort Astoria. The Clatsop were known to utilize the south shore of the Columbia as far east as Tongue Point, even though villages or camps in the immediate Upper Astoria area have not been documented to date.

The principal Broad Themes that describe the evolution of architecture, industry, and social and ethnic institutions comprising the Adair-Uppertown areas have been outlined in the beginning of this report. Specific Oregon Themes exist within all of these broader categories and include exploration, fur trade, maritime activities, immigration, regional settlement, land/air travel, waterways, commercial development, urban development, manufacturing/processing, 19th century architecture, 20th century architecture, education, ethnicity, and religion. All historic sites, architectural resources, and landscape features identified during the survey and inventory process will be presented and evaluated according to these designated themes.

Section II

IDENTIFICATION

No *comprehensive* intensive-level survey and inventory work has been completed for the Adair-Uppertown districts of Astoria, but a reconnaissance-level survey has been completed for the Adair neighborhood. Because the two neighborhoods have a similar development history, a predictive model can be constructed to identify key Resource Types within the entire project area. This model can be assembled by reviewing currently existing information from earlier reconnaissance surveys that have been undertaken for the Adair neighborhood and the Astoria vicinity in general. Much of the information compiled for these anticipated Resource Types has been provided by reviewing this earlier survey work. Also consulted were National Register of Historic Places nominations on file at the City of Astoria Community Development Department and local landmarks and historic sites previously designated by the City and identified in Uppertown walking tour scripts available at the Astoria Public Library.

Previous Adair-Uppertown Surveys

In 1976 the State Historic Preservation Office conducted the Statewide Inventory of Historic Sites and Buildings, a project which included the identification of some historic properties within the City of Astoria. No properties located in the Adair-Uppertown area were included in this initial inventory. In 1988, a reconnaissance-level survey was conducted for Adair's Astoria by Northwest Heritage Property Associates. This survey identified potentially significant architectural resources in the geographical area included in John Adair's first plat of Adair's Port of Upper Astoria (1866): 33rd Street east to 40th Street and Leif Erikson Drive south to Irving Avenue. Since the survey was conducted at the reconnaissance level, a Historic Context Statement for the neighborhood was not required. The Historic Context Statement is normally undertaken as a part of intensive-level survey work, and is completed in draft prior to any intensive-level fieldwork. Evaluation of historic resources identified during the survey is then based on the researched historical information highlighted in the Context Statement. Broad regional themes and historical trends specific to the Adair-Uppertown area were not fully identified during this Phase I work, thus the resources included in the inventory could not be evaluated for significance based on the Oregon historic context themes. In addition, the past

survey work only identified *architectural* resources and did not give due consideration to all historic resources including landscapes, sites, and historical archaeological features.

In 1986 the Clatsop County Historical Society sponsored a holiday historic homes tour of Upper Astoria. As part of this project, the historical background of a number of properties, sites, and landscape features were researched by Bruce Berney, Head Librarian for the Astoria Public Library and member of the City of Astoria Historic Landmarks Commission. The research was consolidated into a walking tour brochure and also included Adair-Uppertown houses listed in the National Register. The tour brochure discusses 14 buildings (one of which is a designated local historic landmark), one historic tree, and three National Register-listed buildings. In the Upper Astoria area there are presently six structures altogether listed in the National Register and two designated local historic landmarks (see Appendix A).

Resource Types

The economic success of fishing and salmon canning during the 1870s and 1880s brought about an influx of immigrants into Upper Astoria by 1900. From the turn of the century to World War I, the City of Astoria was graced with fortune because of the war-time demands for canned salmon and other products manufactured in and shipped from the city. Residential construction greatly increased in Upper Astoria during this period. Consequently, the largest percentage of Resource Types found in the Adair-Uppertown neighborhoods fall under the Broad Themes of Commerce and Urban Development and Culture-Architecture. Many other Broad Themes also contribute to Upper Astoria's architectural development, economic state, and civic prosperity since the period of initial settlement in 1843.

Industry is a critical theme in the historical development of Upper Astoria. Unfortunately, none of the major features--canneries, sawmills, and box factories--currently still stand in the district. The Clatsop Mill, greatly transformed during the 20th century due to fire and technological upgrading, is presently being demolished and had little architectural integrity even before demolition began. Most of the canneries were constructed on piers out in the Columbia River. At most, only a portion of the piers themselves are visible today. Other areas in the industrial district have subsequently been replaced with newer warehouses and structures.

The Historic Context Themes presented in this study are characterized by certain Resource Types found within the boundaries of the Adair-Uppertown neighborhoods. Many of these individual Resource Types, specifically those pertaining to commercial and urban development, ethnicity, and cultural historic context topics, exemplify more than one Broad Theme. Representative Resource Types for the Adair-Uppertown study area include the following categories:

Bakery	Meeting hall	Sauna
Church	Natural feature/tree	School
Church/parsonage	Residence/apartment	Shop/shoe
Customs	Residence/duplex	Shop/barber
Fire station	Residence/single family	Shop/beauty
Hotel	Residence/rooming house	Sports facility/field
Industrial/boat shop	Restaurant/bar	Store/grocery
Industrial/brewery	Road related/bridge	Store/drug
Industrial/fishing station	Road related/monument	Store/meat market

Buildings and structures found in the Adair-Uppertown neighborhoods are constructed of wood-frame, reinforced concrete, and brick construction techniques. Of these, wood stud/plank, light-frame construction is the leading building type. With the Clatsop Saw Mill prominently located in Upper Astoria, and with timber historically being so plentiful and easy to procure, it is no wonder that the construction tradition in the area is wood-frame. Concrete masonry construction is rare in Adair-Uppertown and was used only in later commercial structures as a fire prevention measure. Only one building in the study area is of brick bearing wall construction.

Architectural stylistic trends in Adair-Uppertown represent a combination of local vernacular tradition and popular national styles. Many of the houses in the residential section of Upper Astoria reflect a unique architectural idiom, a consequence of the northern European ancestry of its inhabitants and geographical building constraints of the area. Dwelling houses are relatively small in size, almost cottage-like. This vernacular tradition of Adair-Uppertown is characterized by simple lines and form, rectangular massing, 1½-story volume with front-gable roof, elevated basement with vertical board skirting, interior chimney, and a simple hip- or shed-roofed front porch. Often details characteristic of popular national styles, such as fishscale shingles, jigsaw carved brackets, decorative gable details, and Bungalow-type eave brackets adorn these vernacular houses. Nearly 50% of the buildings inventoried during this study are classed as vernacular.

The next abundant style categories of dwellings found in Adair-Uppertown are the mass-produced, pattern book designs popular after the turn of the century: the Bungalow (25%), Queen Anne (13%), and Craftsman (4%) styles. Other popular national styles are found in the neighborhoods with far less frequency (less than 4%). The few commercial structures that exist (mostly along Marine Drive) are later Commercial and Modern Commercial styles. Architectural styles typically found in the Adair-Uppertown neighborhoods include the following:

Residential Styles:

<u>Style</u>	<u>Total Number</u>	<u>Percentage</u>
Vernacular	157	44%
Bungalow	90	25%
Queen Anne	48	13%
Craftsman	14	4%

The following styles constitute 2% or less of the total and are represented by no more than eight examples from each style:

Colonial Revival	Italianate
Dutch Colonial Revival	Minimal Tract
English Cottage	Norman Farmhouse
Gothic Revival	Stick

Commercial/Public Building Styles:

<u>Style</u>	<u>Total Number</u>	<u>Percentage</u>
Commercial	7	2%
Modern Commercial	2	less than 1%
Industrial	2	less than 1%
Craftsman	1	less than 1%
Gothic	1	less than 1%
Chicago	1	less than 1%
Italianate	1	less than 1%

Upper Astoria's residential area formed to the south (behind) the commercial district along what is today Marine Drive (formerly Hemlock, then Franklin Avenue) and continued up the hill to the south in an almost terraced fashion along the hill's contour lines. The linear arrangement of commercial buildings was determined by the layout of the main Upper Astoria "road"--the Columbia River. Industrial development of Upper Astoria--the fish canneries, lumber mills, and box factory--also was determined by the river, as were all later roadways. A pattern of development thus evolved in Uppertown, one that was governed by the linearity of the river and the constraints of geography, both horizontally and vertically.

Upper Astoria reflects certain characteristics from early coastal settlements of the Scandinavian countries in Northern Europe from where the majority of Adair and Uppertown's population came--Norway, Sweden, Finland, and Denmark. The most

notable characteristic is the layout of the neighborhood itself. Early on, the river shore was occupied by a row of canneries and related buildings, including boat shops, fishermen's quarters, and Chinese laborer housing. These buildings were all oriented perpendicular to the river with roof ridges pointing to the water. Behind this was the main commercial strip serving the fishing community, and behind this, a scattering of residences constructed where ever level ground afforded an opportunity to build. Not until after 1890 did the residential section take on a more orderly appearance when a number of houses were constructed.

The latest portion of the Adair/Uppertown neighborhoods to be built upon was Irving Avenue, the southernmost street in the study area. The sequence of residential development generally can be traced chronologically as one travels up hill (south) and east. Nearly every pre-1900 house still surviving in the neighborhoods can be found closest to the main transportation routes, the primary roads of commerce into downtown Astoria (including the river). Duane, Franklin, and Grand avenues are where the earliest houses are most likely found. The farther south and higher up the hill one travels, the younger the houses are. Although building lots on Harrison and Irving avenues are associated with scenic vistas because they overlook the river, they were nonetheless historically difficult to access because the steepness of the hill slope increased the farther south one travelled. Many of the numbered north-south running streets historically did not continue through from Franklin or Duane up to Irving because of impassable conditions (degree of slope, etc.). There was no direct way to reach certain locations along these upper streets, and one literally would have to zigzag their way through the neighborhood. Even today there is no direct access to some locations.

Another drawback to residential development of the upper portions of the neighborhoods was the danger of landslides that occurred occasionally above Irving Avenue. Houses were known to be damaged beyond repair if in the path of one of these events. Consequently, most residential development was focused in the lower portions of Upper Astoria.

The commercial district along Marine Drive has gone through a transformation since the historic period. Shops, taverns, markets, and other businesses dependent on the fishing industry to keep them financially successful have been victim to the falling economy of the industry. When the last Uppertown canneries closed, the final blow was cast on the area's business district. Many of the early historic commercial buildings fell into disrepair and were demolished or fell prey to fire. At present, few of the extant commercial structures house viable businesses. Those that lie vacant are in need of rehabilitation and maintenance.

The following discussion presents a description of the various Resource Types identified during the historic buildings and sites survey of Astoria's Adair-Uppertown

neighborhoods. The Resource Types are organized according to the representative Broad Themes that have been introduced in this historic context document.

Commerce & Urban Development

In general, the commercial architectural styles primarily used to accentuate a modern and thriving community during the 1880s to 1915 were the Chicago School, Italianate, and Commercial styles. The earliest commercial structures still standing in Uppertown illustrate this national architectural trend. During the 1920s through the 1940s, the Modern Commercial style was introduced to Uppertown and was interpreted in a variety of ways. Although the commercial district of Upper Astoria is but a shadow of what it formerly was, several buildings still stand that represent a fair cross section of the businesses that once served the fishing and milling community of the area. Buildings that once housed meat markets, mercantiles, a bakery, tavern, grocery store, and barber shop, all thriving businesses during the early 20th century, comprise Uppertown's contemporary commercial landscape. Only a few of these businesses have survived the rise and fall of Upper Astoria's economy.

Fifteen commercial structures still stand in Adair-Uppertown, the majority of which are the Commercial style. Some of the best examples of commercial architecture in the main business strip along Marine Drive include (1) the 1923/1943 Home Baking Company, designed by local architect John Wicks in the Modern Commercial style; (2) Olsen's Dry Goods, a commercial Italianate structure built around 1890 that also served a number of other businesses including a saloon, cigar store, and laundry; (3) the Commercial style Poysky Boarding House/Poysky Hotel, c. 1890/c. 1920; (4) the vernacular style Uppertown Co-operative Boarding House of the 1880s, later converted to the Highway Cafe in the 1920s and the Desdemona Club tavern, its present use, in 1934; and (5) the North Pacific Brewing Company Beer Storage House/Uppertown Fire Station No. 2, first erected in 1896 in the Chicago School style and later converted into a fire station in 1929. Two grocery stores, Lovvold's Grocery (1923) at 37th and Leif Erikson and Fornas Grocery (1922) on Grand between 27th and 28th, are two good examples of small neighborhood markets.

Upper Astoria was the site of the first U.S. Customhouse in Astoria, and although the original structure no longer exists, a wooden marker has been placed at the approximate location of the building. A reconstruction of the customhouse was finished this year near the original building's site. The new building was constructed with the aid of historic photographs and was erected using like materials and methods of construction similar to those used during the historic period in which it was first built.

Transportation & Communication

The physical separation of Upper Astoria to downtown Astoria during the 19th century and the early 20th century gave a need for innovative transportation resources between the two communities. Many of the earliest streets in Adair-Uppertown were constructed of planks, and those roadways closest to the river were actually constructed on pilings extending out into the water. These wooden streets were disposed of by the early 1920s when the tidal areas of Upper Astoria were filled. In the early 1930s, the construction of Leif Erikson Drive significantly changed the primary driving route through the north end of Adair.

The Astoria and Columbia River Railroad first passed through Upper Astoria in 1898, and much of the line was constructed on a wooden trestle out in the river. Though the original trestle is long gone, a newer rail line constructed on fill at the edge of the river still exists, but no trains pass over its tracks.

No vestiges remain in Adair-Uppertown of the Astoria Street Railway begun in 1888. The line ran between downtown Astoria and Adair's eastern boundary along Marine Drive, and street cars continued running through Uppertown until 1924. The Astoria Street Railway Company constructed a carriage house as early as 1888 near 31st and Marine on the south side of Marine to accommodate the system. The site of this once large structure remains today as an undeveloped lot.

As previously discussed, there were a number of transportation obstacles to overcome in Upper Astoria, especially concerning road building in the neighborhood. The Franklin Avenue Overhead Bridge Trestle crossing 38th Street was one solution in an attempt to connect portions of the neighborhood that were physically separated by geography. There was a trestle over 38th Street as early as 1908, but the present structure replaced this earlier bridge in 1927.

Industry & Manufacturing

The historical resources related to industry and manufacturing in Adair-Uppertown are largely nonexistent today. Upper Astoria, however, was once the hotbed of fish cannery and lumber milling activities. The area was also home to the extensive Astoria Box and Paper Company and Leinenweber's Hemlock Tannery. Only three resources related to the fishing industry are extant in the study area: the circa 1900 Union Fishermen's Cooperative Packing Company Fishing Depot and a 1920s' fishermen's bunkhouse/boat shop, both situated at the end of 31st Street and the Columbia Canning Company Office and Watchman's House located on the north side of Marine Drive between 29th and 30th.

The Clatsop Saw Mill on Marine Drive between 26th and 28th, the first to be established in Upper Astoria, is currently being demolished. The mill buildings have undergone major modification through time and little integrity to historic structures remained before demolition began.

Settlement/Culture: 19th Century Architecture

The Adair neighborhood is situated entirely within John Adair's Donation Land Claim (DLC) No. 39 (Figure 9). The western boundary of the neighborhood and the DLC abuts John Shively's DLC No. 38, of which the Uppertown neighborhood is a part. Buildings or other historical features related to these early land claims have long since disappeared. However, the Broad Theme of Settlement is represented by some of the earliest constructed single-family and multi-family dwellings surviving within Upper Astoria.

Houses in Adair-Uppertown are an eclectic mix of various styles, and only a handful of houses reflect true conventional styles. Often a builder had an idea in mind and used certain details from established national styles, but the result was a more personal, vernacular version rather than a by-the-book reproduction of a specific style. Thus, styles used to identify pre-1900 houses for this study are applied loosely. Upper Astoria's vernacular tradition is vaguely based on Old World design habits derived particularly from fishing villages. A house type documented in certain Norwegian coastal villages looks very similar to the predominant vernacular type of Upper Astoria: a small, rectangular, front-gable dwelling, one-and-a-half to two stories tall with relatively flat and unadorned facades. This house type is the most common in the Norwegian and Swedish section of the study area—in Adair's Addition.

Ethnicity played a large part in architectural design of 19th century buildings in Adair-Uppertown, particularly for the earliest dwellings and for dwellings of fishermen and their families. Subtle design details can be traced back to Scandinavian antecedents and are especially evident on Bethany Lutheran Church on Franklin Avenue between 34th and 35th.

Conventional 19th century architectural styles, however, are represented in Adair-Uppertown. The Columbia River, and later the Astoria and Columbia River Railroad, created an exchange of fashion trends, a direct market with major manufacturing centers, and was one factor in determining stylistic criteria for popular domestic architecture. Mass-produced architectural details, such as jigsaw cut-out trim, machine-turned spindles, and fancy shingles—all elements associated with eclectic architectural styles—were inexpensive and locally available from the Clatsop Mill and other sawmills in the vicinity. Gothic Revival and late Victorian styles such as Queen Anne, Stick, and Italianate were favored early on in the Adair-Uppertown area. The

Benjamin Young house near 36th and Duane, the Gustavus Holmes house on 34th and Grand, the Powers-Leinenweber-Gramms house on 35th and Franklin, and the Scholfield house on Harrison near 33rd are all excellent examples of 19th century period architecture found in Adair-Uppertown.

Culture: 20th Century Architecture

The greatest boost in construction for Adair-Uppertown occurred between 1900 and 1908, and the majority of the vacant lots in both neighborhoods were built upon during this period. Architectural styles remained consistent with the preceding decade, with the vernacular tradition being the most popular building style followed by the Queen Anne style. However, by the beginning of the 1900s, more continuity between house styles is noticed. Mass-produced Queen Anne style houses became fashionable, and house patterns for this style were most likely available through the Clatsop Mill. This trend is best illustrated by the number of similiar styled Queen Anne houses scattered throughout the neighborhoods, especially along 38th Street in Adair's Addition.

By around 1905, however, a new architectural form for residences arose. Spurred by the immigration of the Arts and Crafts movement from England to the United States, this new architectural idiom used natural materials, craftsmanship, and vernacular expression to convey an entirely new design, and architecture made a switch from garish Victorian styles to a more organic language. The most popular styles arising from this movement were the Bungalow and the Craftsman. Adair and Uppertown neighborhoods include a wide variety of Bungalow houses and cottages, both elaborate and simple. The Craftsman style—the larger, boxier, two-story version—is not as well represented in the study area, however. The Bungalow quickly caught the attention of Upper Astorians because of its economy, ease of construction, and vogue. The majority of Bungalows inventoried in the study area lack fancy details and are straightforward representations of the style. Excellent examples include the William and Katherine Anderson house at 28th and Grand and the Danielsen house at 36th and Franklin. Fine examples of simple Bungalow cottages can be found along Irving Avenue between 26th and 27th as well.

Variations on the Bungalow theme are illustrated in a number of more vernacular style houses in the area. While the basic form and massing of these houses is based on the earlier ethnic vernacular form, details have been added such as eave brackets or entrant porches to express modern fashion. Good examples of this can be found in Uppertown (the Suokko house on 27th Street and the Olsen-Davis house on Grand Avenue) and in Adair (the Stone house on 38th Street). Bungalow design elements were also used in renovations to and remodels of earlier Victorian-era dwellings. An example of this is the Lunden house on 27th and Marine. Bungalow-

inspired porches were also added to houses of an earlier vintage such as the Anderson-Myntti house on Grand between 27th and 28th.

As the nation proceeded into the periods of the Great Depression and World War II, yet another architectural statement rose to popularity. By the 1920s, historic period cottages, offshoots of the Bungalow style, were constructed in Adair-Uppertown, and by the mid-1930s, these revival styles were quite favored. In Adair-Uppertown, this transformation was expressed primarily in the Norman Farmhouse style brought to the U.S. by Americans who served in rural France (particularly Normandy) during World War I. Photos of these modest French houses also were published during the 1920s, and local architects and builders created their own interpretations based on what they saw published. Best examples of the Norman Farmhouse style can be found on 36th and Duane (the Taylor house) and on 26th near Irving (the Jacobson house) and elsewhere in the study area.

The Minimal Tract style, the dominant style during and after World War II, first appeared in Adair-Uppertown by the mid-1930s and was the continuum of the Bungalow's evolution. The style reflected economic frugality and traditional form, though with restrained ornamentation. The best examples of this style include the Englund house on 29th and Irving, the John and Margaret Olsen house on Duane near 36th, and the Alne house at 40th and Franklin.

Culture: Ethnic

The Scandinavian community in Adair-Uppertown were known to practice many of their cultural and ethnic traditions, especially through religious and social organizations. Few buildings associated with these customs, however, have survived. The Finns of Uppertown incorporated their tradition of public baths—the *sauna*—into their community, and at least two public bath houses were known to have existed. One of these, operated by Mrs. Anna Luukonen from the 1910s through the 1930s near 31st and Grand, still stands. Although it has been converted to a dwelling and no longer serves as a bath house, the building's architectural integrity is fairly intact, and the structure survives as a reminder of the ethnic identity of Uppertown.

Distribution of Resource Types

A total of 357 properties were included in the historic survey and inventory of the Adair-Uppertown area. Of those, 111 (31%) were designated as primary or secondary, 119 (33%) as contributing, and 127 (36%) as historic non-contributing (see Section III: Evaluation). There is an extraordinary high degree of integrity for historic buildings in the study area, especially in the Adair neighborhood. Most houses in that

neighborhood have been painted within the last five years, and properties are well maintained. The Uppertown neighborhood includes most of the oldest houses in the study area, and these have been the most likely buildings to be altered through time because of their age. Data gathered through the review of Sanborn Fire Insurance maps indicate the overall loss of historic structures in Adair-Uppertown has been relatively minimal. The commercial buildings along Marine Drive have been the focus of the most intense alteration because of the drive to modernize with the times, an advertisement of a successful business. Periods of economic depression in a community resulted in maintenance neglect, building abandonment, and eventual loss. The latest fall of the fishing industry in Upper Astoria that commenced following World War II set the scene for the most devastating period of business stagnation in Uppertown.

Building booms also corresponded with periods of economic prosperity, mostly in the fishing industry. The age of houses in Adair-Uppertown correspond with this, and the number of buildings existing today closely matches construction activity during peak periods of growth and prosperity. The greatest display of growth is illustrated in Adair's Addition. Over 40% of the existing historic buildings in the neighborhood date to the 1900-1908 period, while the pre-1900 buildings represent under 15% of the total. Almost 50% of the historic buildings in Adair date to after 1909. In Uppertown, the number of buildings is fairly evenly distributed through time, about 25% representation for each period: pre-1900, 1900-1908, 1909-1920, after 1920. These numbers correspond with what was predicted at the onset of this study. Uppertown, being closer to the primary business district, has the most number of pre-1900 resources. As the number of available lots in that area dwindled, new houses were constructed farther east in Adair's Addition and uphill to the south in the progression of linear development that was established early on in Upper Astoria.

Alterations to buildings in both areas largely took place during the late historic period and thus would be considered part of the historical evolution of the building. The most common of these changes include wide, manufactured wood shingle siding, shed additions (primarily to the rear of the building), enclosed porches, and replacement of windows with compatible wood sash. Incompatible changes to buildings include complete masking of the facade of a commercial building, asbestos shingle or vinyl siding, vinyl or aluminum sash windows or "picture" windows, and the removal or unnecessary addition of decorative details.

Section III

EVALUATION

Upon completing the inventory of historic resources in Adair-Uppertown, each property must be assessed for historical significance and architectural integrity. The evaluation process involves weighing individual resources against the Broad Themes presented in the historic context statement and identifying specific resources that illustrate the historical trends that shaped Astoria's Adair-Uppertown district. Only after these tasks have been completed can city planners incorporate this information in their long-range plans for the area. The evaluation section of this study can be integrated into a local preservation ordinance to aid in the future identification, assessment, designation, and treatment of historic properties and districts. The data outlined in this evaluation section also can facilitate decision-making pertaining to design review in any future designated historic districts or plans for commercial district revitalization.

Methodology for Assessing Historical Significance

The methodology for significance assessment applied in this study was compiled recently by the Astoria Historic Landmarks Commission (see Appendix B). The evaluation criteria used for this study were compiled from several examples of evaluation criteria successfully used in other municipalities in the state. These examples were examined and specific criteria chosen that best suited the special conditions of the Adair-Uppertown study area. Other region-specific criteria were developed to supplement that which was borrowed.

The basis for the evaluation criteria follows closely the criteria used for the National Register of Historic Places, although modified to address historic and architectural contexts of the Adair-Uppertown area. The National Register criteria serve as an accepted model for the assessment and evaluation of historic resources and is endorsed by SHPO. The criteria of the National Register pertains to historic resources (districts, sites, buildings, structures, and objects) that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A) that are associated with events that have made a significant contribution to the broad patterns of our history; or

- B) that are associated with the lives of persons significant in our past; or
- C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) that have yielded, or may be likely to yield, information important in prehistory or history.

Generally, buildings that have been moved from their original setting, religious properties, and buildings less than 50 years old are generally not considered eligible to the National Register at this time. There are exceptions, however, specifically with resources that have gained significance within the last 50 years. These resources must be integral components of a district and must be illustrative of historic themes or cultural trends that contribute to the understanding of the development of a community.

In evaluating the historical and architectural significance of the resources inventoried in the Adair-Uppertown neighborhoods, three categories were used in the determinations: **Architectural Significance**, **Setting**, and **History**. **Architectural Significance** examines certain *physical characteristics* such as style, rarity, and craftsmanship and materials and *associative characteristics* such as the linking with a known architect/builder. Representative examples of architectural styles and workmanship are ranked high under this criterion. **Setting** deals mainly with the visual relationship of a building to adjacent structures and environmental surroundings. Architectural compatibility and historic landscape features are examined and evaluated under this criterion. The **History** criterion looks at associations with significant people, trends, and events that helped shape the neighborhood through time. Emphasis is placed on how the individual building or site relates to important events and trends that occurred locally or regionally and significant individuals associated with those events. Resources found to be associated with key industries and businesses (fishing, for example) that were dominant during the historical urban development of the neighborhoods are rated high for historical significance.

Architectural Integrity

Resources are also evaluated on the basis of architectural integrity, or the intactness of historic form and original construction materials. Accordingly, resources that display a high percentage of original elements and materials are ranked high. Alterations, both historic and contemporary, are examined as to their compatibility.

Most historic alterations (for example, changes in exterior siding or windows, shed additions, or reconstructed porches) are reasonably compatible, whereby most contemporary additions are viewed as incompatible mainly because of the materials used in the alteration.

After significance and integrity are assessed, buildings and sites are evaluated and ranked for their association with the historic context of Adair-Uppertown and their antiquity, scarcity, and uniqueness. Since the Adair-Uppertown area has nearly a 150-year-old history, antiquity is a key characteristic in the final evaluation. Two principal periods of significance are identified for Upper Astoria: (1) Primary Period of Significance, 1843-1908; and (2) Secondary Period of Significance, 1909-1920. These dates correspond to important developmental events, both historically and architecturally, that took place in the Adair-Uppertown district. The Primary Period relates to the earliest settlement and boom period of the fishing/canning industry in the neighborhoods and the residential and commercial development that ensued as a result of settlement and economic opportunity. The Secondary Period marks an architectural transition and corresponds with economic changes brought about by a declining fishing industry and reliability on other commercial enterprises.

The rankings establish a resource's level of contribution to the historic cultural landscape of the study area. The ranking system is divided into four categories:

Historic Primary Significant Contributing: Resources in this classification have high associative or architectural significance and integrity. They represent the primary period of construction and economic development within the neighborhood and reflect the building styles and historical events at that time. These resources make a major contribution to the understanding of the historical urban development of Adair-Uppertown, are virtually intact representations of a specific period of architecture as it relates to the evolution of the neighborhood, or are associated with notable figures who played an instrumental role in the economic and social development of Upper Astoria.

Historic Secondary Significant Contributing: Resources in this classification often have less associative or architectural significance. They represent the second significant period of construction and economic development within the neighborhood and reflect the building styles of that time. These properties are often virtually intact architecturally or display minor architectural modifications but represent less important aspects of neighborhood development. Resources that have not attained antiquity, but are exemplary of a particular architectural style, are also included in this classification.

Historic Contributing Structure: Historic resources that have little individual associative or architectural significance yet provide a valuable contextual element within the cultural landscape of the neighborhood are included under this classification. Some of these resources have been modified architecturally, but the alterations do not diminish from the historic continuity of the streetscape.

Historic Non-Contributing Structure: Structures in this classification have been so altered that their historic and/or architectural character has been lost to view. Alterations of buildings in this classification, however, are not deemed irreversible, and if restored, may qualify for reclassification as Primary, Secondary, or Contributing. Also under this classification are resources that may retain a reasonable amount of integrity but do not offer the best representation of an architectural trend or historic event (i.e., better examples exist in the neighborhood).

Historical significance and architectural integrity must be dealt with individually before a final assessment ranking can take place. A resource may be of high significance historically but altered to such a degree that integrity is lost. This situation would cause the ranking to be lowered. If a resource possessed strong historical associations and high architectural merit, its ranking would be high.

An important note to this study should be kept in mind by the City of Astoria: the survey and inventory process is an *ongoing* activity that requires revision on a routine basis. It is highly likely that resources will shift from one ranking category to another as time passes. A primary-ranked resource may be destroyed by fire or undergo alterations in the future that would diminish its architectural integrity. Depending on this degree of alteration, a resource's ranking would lower. Conversely, if a building is considered contributing at the time of initial survey, and new research efforts find that the building is notable for historical associations, or if restoration of the structure takes place in the future, the ranking might be raised to secondary. As resources within the study area reach 50 years of age, they should be surveyed, ranked, and added to the Adair-Uppertown inventory and historic resources data base.

Section IV

TREATMENT

Survey and Research Needs

This Historic Inventory represents the first intensive review of the area defined by the Astoria Community Development Department as the Adair-Uppertown area (see Figure 1). This area, which encompasses the main Scandinavian immigrant settlement of Astoria and includes most of the Adair Plat and the eastern portion of the Shively Plat, includes much of the residential and commercial development of Upper Astoria.

Although the goals of this project were met, a number of survey and research needs were identified during the course of work. These most prominently include:

1. A more thorough assessment of the salmon cannery industry in Uppertown, as well as the entire industrial area along the Columbia River shoreline, is warranted. The City chose to exclude this area from the present study due to the lack of obvious historic resources. A survey of the area may, however, uncover significant warehouse structures or other industrial buildings related to river activities from the late historic period.
2. An inventory of the remainder of Adair's Addition (40th to 44th streets) and the subdivision to the east of the present study area, Adair's East Addition (44th Street to the east side of 46th Street) is recommended.
3. Interpretive signage of known historic sites--such as significant salmon canneries, the Clatsop Mill, Astoria Box Factory, Leinenweber's Hemlock Tannery, the original North Pacific Brewery site, ethnic church sites, and Chinese heritage sites--would greatly contribute to the public's understanding of the history of Upper Astoria. Although no standing structures related to the original use of the properties exist at these locations, the sites nevertheless are representative of significant events in the industrial and cultural development of Adair-Uppertown. Sanborn Fire Insurance maps from 1888 to the present give the locations of these sites.

4. Long-range survey goals for the Adair neighborhood should include inventorying Byers' Addition (the 3500 block of Harrison Drive). Construction of the 32 houses in this subdivision began in 1949. The ensemble at present is largely unaltered architecturally and should be surveyed when the buildings come of age (1999).
5. Changes to the integrity of Adair-Uppertown historic buildings seem to occur with frequency both in the form of restoration/rehabilitation of structures and in the form of incompatible alterations. Just within the six years between the historic resources surveys of the Adair area, the integrity of many houses has been upgraded simply by a recent painting of house exteriors. Other houses have lost integrity due to the recent application of vinyl siding or replacement of windows. The City of Astoria should be aware of these integrity changes and take measures toward monitoring these activities and adjusting the inventory and data base accordingly.

The Astoria Public Library has been the storehouse for historical documentation and reference materials for the Adair-Uppertown. Library resources, such as the Astoria Household Directory for Uppertown (a compilation of data collected from city directories for each address in the neighborhood), the newspaper index (organized biographically and by subject), and the collection of original Sanborn Fire Insurance Maps, have been a tremendous time-saving aid to research. This project is indebted to Bruce Berney, Head Librarian, and his staff for their curatorial efforts of these resources.

Current Preservation Activities/Planning

City Code

Preservation planning in Astoria is governed by Article 6 of the City Development Code [Sections 6.010-6.090]. The City adopted a Historic Properties ordinance under this code in 1990 that provides historic district and historic landmark designation, review of demolition and building relocation requests and requires City approval of exterior alterations to all properties designated as Primary or Secondary historic structures (see Appendix C). This design review process requires the involvement of the Historic Landmarks Commission and allows the citizens of Astoria an opportunity to comment before the request for alteration is granted. The document is based on the Secretary of the Interior's Standards for Rehabilitation which are endorsed by the National Park Service and SHPO. At the time of this study, eight buildings in Adair-Uppertown have been designated as "City Landmarks" (see

Appendix A). City Landmark designation is automatically given to properties listed in the National Register.

Local Incentive Programs

The City of Astoria encourages owners of income-producing property to take advantage of federal tax credits for the rehabilitation of designated historic properties listed in the National Register of Historic Places. This program remains the only incentive program offered to property owners of historic properties in Adair-Uppertown. A local incentive program for facade improvement of structures does exist. Currently, however, only individuals owning property in downtown Astoria are eligible for City-sponsored low-interest loans. The Community Development Department, the program's sponsoring entity, should consider extending the program to the commercial district of Uppertown. Many of the commercial structures along Marine Drive are in need of rehabilitation. Historic preservation incentives for sensitive rehabilitation or restoration would improve the image of the area and would attract business into Uppertown.

The Astoria Community Action Team, Inc. administers the Astoria Housing Rehabilitation Program using Community Development Block Grant funds for moderate- to low-income property owners within specified areas of the city. Within these "target areas," one of which is a portion of Uppertown, homeowners are eligible for (1) a no-interest, deferred payment housing rehabilitation loan; (2) a loan with an effective interest rate of 3%; or (3) a housing rehabilitation grant. These loans and grants are available for roofing, foundation, rewiring, plumbing, and weatherization projects. Funds, however, are limited and available on a yearly basis only when applied for by the Astoria Community Action Team.

Supportive Agencies

In addition to the City of Astoria itself, the Clatsop County Historical Society is actively involved and supportive of preservation within the study area. One National Register listed property in Uppertown, the North Pacific Brewery Beer Storage House/Uppertown Fire Station No. 2, is currently owned by the Historical Society and is operated as a public museum. Another organization, the Columbia River Maritime Museum, has an interest in the Adair-Uppertown neighborhoods because of the significant link between the area and the fishing industry and is supportive of local preservation efforts. A representative from the museum is also a member of the Astoria Historic Landmarks Commission.

Suggested Treatment Strategies

For preservation to be effective in the long term it must be integrated within the overall land development review process. The following suggestions should set a precedent for ongoing activities to ensure that, as new information regarding Adair-Uppertown historic resources comes to light, these resources will continue to be appropriately documented and, when required, designated and offered the protection of the City's code. The Historic Properties ordinance in the City Code covers the majority of principal historic preservation actions for districts and buildings. The code, nevertheless, could be more inclusive of all types of historic resources beyond just buildings and districts. The following recommendations include both suggestions for enhancing the Astoria City Development Code regarding historic resources and specific project-oriented goals based on the fieldwork data presented in this report.

Local Code Actions

1. A detailed set of design standards for both restoration and new construction should be developed and adopted to guide both applicants and the Historic Landmarks Commission during the review process.
2. Provisions for the consideration of historic landscape features, historic sites (including historical archaeological sites), and historic objects should be developed and adopted. The Adair-Uppertown area is a location of a variety of significant historic landscapes and individual natural features. The neighborhoods are characterized not only by their historic buildings but by the overall effect of the historic property. Protection of significant landscapes (especially unique plants and mature trees) and historic sites and objects should be considered by the city.
3. Expand the regulatory oversight of the Adair-Uppertown area to include review of other types of resources and projects regarding those resources--road alignments, signage, sewer and mechanical systems, and other public works related resources. The City Engineer should consult with the Historic Landmarks Commission and the Community Development Department on public works projects in the area that may potentially affect the historic ambiance of Adair-Uppertown.

Potential National Register Resources

Six buildings in the Adair-Uppertown study area have been listed in the National Register of Historic Places (see Appendix A). Out of a total of 38 properties

ranked "Primary" as a result of this study, several would likely merit listing as individual resources. The following Adair-Uppertown properties in particular are deemed potentially National Register eligible:

Adair: Bethany Lutheran Church, 3432 Franklin Avenue
Bethany Lutheran Church Parsonage, 3436 Franklin Avenue
Olsen-Seim House, 3785 Grand Avenue
Scholfield House, 3339 Harrison Avenue
Leinenweber Carriage House, 529 35th Street
Otto Peterson House, 369 37th Street
Bullock-Stenvaag House, 837 38th Street

Uppertown: Carlson House, 2707 Grand Avenue
Settem-Mattson House, 2806 Grand Avenue
Manula-Kesti House, 2943 Grand Avenue
Moore-Stine House, 3027 Grand Avenue
Union Fishermen's Cooperative Packing Co. Fishing Depot, at the north end of 31st Street

While likely eligible individually, the above resources would more appropriately be included in a National Register Historic District nomination covering the Adair-Uppertown neighborhoods. The great number of historic resources in the study area, the high integrity of the majority of those resources, the intact historic layout of the neighborhoods, and the intact setting are significant factors in determining the National Register potential for Adair-Uppertown. It is recommended that boundaries for such a district be delineated and a nomination document be prepared and submitted.

Education and Related Activities

Although presently limited in their extent, walking tours and other preservation-related activities should continue and be expanded to reflect the data gathered and presented as a result of this study. Interpretive materials such as brochures, special area signage (particularly for designated historic sites), or merchant-based photo displays should be developed and disseminated to the greatest extent possible. Interpretation and education are key factors to successful historic preservation projects. They spark special interest in the historic resources of an area and pride in the community. The city should make an effort to stimulate interest in the heritage of Adair-Uppertown within the neighborhoods and by involving the Uppertown Neighborhood Association group in historic preservation activities in their community. Owners of historic properties should be advised of the benefits of rehabilitating and preserving their properties through a citizen awareness program.

Financial incentives for historic preservation through the city's low-interest loan program for facade improvement should be broadened to include the commercial strip along Marine Drive. This program could be expanded to include all designated City Landmarks as well, and focus on basic repair and maintenance or rehabilitation and restoration efforts.

REFERENCES CITED

Adair, Mary Ann

- 1849 Letter to her mother, April 9. In Adair Family Reminiscences. Special Collections manuscript CB Ad11, located at Oregon Collection, Knight Library, University of Oregon.

Anonymous

- 1980 The Orient Buckboard. *CUMTUX* 1(1):23.
- 1981 The Owapunpun Club of Astoria. *CUMTUX* 1(2):18-19.

Astoria Evening Budget

- 1916 East Astoria Development League Starts. February 26, pp. 1, 5.

Astoria, Oregon. Chamber of Commerce

- 1919 *Astoria, Clatsop County, Oregon: Gateway to the Columbia Empire*. Chamber of Commerce, Astoria.

Astorian

- 1877 [Immigration to Astoria.] May 5.

Barker, Laura P., compiler

- 1931 Adair Family Reminiscences. Special Collections manuscript CB Ad11, located at Oregon Collection, Knight Library, University of Oregon.

Barr, C.I.

- c.1925 A Survey of Facts, Astoria, Oregon—Gateway to the Columbia Empire. Manuscript published by the Astoria Chamber of Commerce. Located at Oregon Collection, Knight Library, University of Oregon.

Barry, J. Neilson

- 1926 Broughton on the Columbia in 1792. *Oregon Historical Quarterly* 27:397-411.

Beckham, Stephen Dow

- 1991 Federal-Indian Relations. *The First Oregonians*. Carolyn M. Buan and Richard Lewis, eds. Oregon Council for the Humanities, Portland.

- 1990 History of Western Oregon Since 1846. *Handbook of North American Indians. Vol. 7: Northwest Coast.* Wayne Suttles, ed. Smithsonian Institution, Washington, D.C.
- Berney, Bruce
 1986 Holiday Historic Homes Tour: Immigrant Christmases in Upper Astoria. Brochure on file at Astoria Public Library.
- Berreman, Joel V.
 1937 *Tribal Distribution in Oregon.* American Anthropological Association Memoir 47.
- Bjork, Kenneth O.
 1958 *West of the Great Divide: Norwegian Migration to the Pacific Coast, 1847-1893.* Norwegian-American Historical Association, Northfield, Minnesota.
- Carey, Charles H.
 1971 *General History of Oregon: Vol. I through Early Statehood.* Third Edition. Binfords & Mort, Portland.
- Clatsop County
 n.d.a Deed Records, Book C. Clatsop County Courthouse, Astoria.
 n.d.b Deed Records, Book 11. Clatsop County Courthouse, Astoria.
 n.d.c Plat Records, Book O. Clatsop County Courthouse, Astoria.
- Cleveland, Alfred A.
 1903 Social and Economic History of Astoria. *Oregon Historical Quarterly* 4(2):130-149.
- Craig, Joseph A. and Robert L. Hacker
 1940 *The History and Development of the Fisheries of the Columbia River.* U.S.D.I. Bureau of Fisheries Bulletin No. 32. Government Printing Office, Washington, D.C.
- Culp, Edwin D.
 1972 *Stations West: The Story of Oregon Railways.* Caxton Printers, Caldwell, Idaho.

Curtis, Charles

- 1984 Astoria's Uppertown and Alderbrook Areas: A Surveyor's History. Unpublished manuscript, Oregon State Highway Division. On file at Astoria Public Library.

Daily Astorian

- 1875 [Booth Cannery opens.] May 22.
- 1876 [People's Protecting Alliance of Oregon.] June 9.
- 1878 [Road between upper and lower Astoria.] June 25.
- 1880 [1880 census; Chinese population.] July 3.

Dell, Sidney

- 1893 *Astoria and Flavel, the Chief Seaport of the Columbia River Watershed*. No publisher.

Dennon, Jim

- 1989a Astoria's Streetcars. Part I. *CUMTUX* 9(2):16-23.
- 1989b Astoria's Streetcars. Part II. *CUMTUX* 9(3):24-37.

Donaldson, Ivan J. and Frederick K. Cramer

- 1971 *Fishwheels of the Columbia*. Binford & Mort, Portland.

Donan, Patrick

- 18-- *Astoria, the Peerless Maritime Metropolis of the Golden Northwest*. The Matthews-Northrup Company, Buffalo.

Fapso, Richard J.

- 1990 *Norwegians in Wisconsin*. Third printing. State Historical Society of Wisconsin, Madison.

Farrand, Livingston

- 1907 Clatsop. *Handbook of American Indians North of Mexico*, ed. F.W. Hodge. Bureau of American Ethnology Bulletin 30(1):305.

Goetzmann, William H.

- 1988 *Looking at the Land of Promise: Pioneer Images of the Pacific Northwest*. Washington State University Press, Pullman.

- Hankel, Evelyn G.
 1989 Early Astoria Breweries. *CUMTUX* 9(4):17-24.
- Hasselmo, Nils
 1976 *Swedish America-An Introduction*. Swedish Information Service, New York.
- Hauke, E.B.
 1983 The Early Days of the Norwegian Lutheran Church in Astoria. *CUMTUX* 4(1):22-25.
- Howison, Lt. Neil M.
 1913 Report on Oregon 1846. *Oregon Historical Quarterly* 14:41-42.
- Kann, Steve and Janet Kann
 1990a WWII Civilian Defense. Part 1. *CUMTUX* 10(2):16-31.
 1990b WWII Civilian Defense. Part 3. *CUMTUX* 11(1):11-14.
 1991 WWII Civilian Defense. Part 4. *CUMTUX* 11(2):26-37.
- Kaufman, Florence Lund
 1981 As I Remember--The Lund Family. *CUMTUX* 1(2):2-11.
- Lovell, Robert S.
 1988 Sherman Lovell and the Indomitable Ford. *CUMTUX* 8(2):4-9.
- Lucas, Peggy Chessman
 1986 Merle Chessman, Editor, Statesman. *CUMTUX* 6(4):3-15).
- Miller, Emma Gene
 1958 *Clatsop County, Oregon: Its History, Legends and Industries*. Binfords & Mort, Portland.
- Mills, Randall V.
 1977 *Stern-Wheelers up the Columbia: A Century of Steamboating in the Oregon Country*. Second printing. University of Nebraska Press, Lincoln and London.
- Minor, Rick
 1983 Aboriginal Settlement and Subsistence at the Mouth of the Columbia River. PhD dissertation, University of Oregon.

- Morrell, Joyce Simpson
 1990 A Road for the Nehalem Valley. *CUMTUX* 10(2):6-11.
- Nash, Wallis
 1976 *Oregon: There and Back in 1877*. Oregon State University Press, Corvallis.
- Northwest Heritage Property Associates
 1989 Adair's Astoria Historic Resource Inventory Report. On file at the City of Astoria, Community Development Department.
- Olsen, Jim
 1990 My Uncle, John Olsen. *CUMTUX* 10(2):12-15.
- Oregonian*
 1928 That Was an Eventful Day in Portland When the First River Steamboat Arrived. March 7.
- Palmberg, Walter
 1993 *Toward One Flag: The Contribution of Lower Columbia Athletics, 1865-1943*. Astorian Printing Co., Astoria.
- Penner, Liisa
 1990 The Chinese in Astoria, Oregon, 1870-1880: A Look at Local Newspaper Articles, the Census and Other Related Materials. Unpublished manuscript located at Oregon Collection, Knight Library, University of Oregon.
- Rockwood, E. Ruth, ed.
 1937 Letters of Charles Stevens. Part V. *Oregon Historical Quarterly* 38(2):166-170.
- Ronda, James P.
 1990 *Astoria & Empire*. University of Nebraska Press, Lincoln and London.
- Sanborn Map & Publishing Company
 1888 *Astoria, Oregon*. Sanborn Map & Publishing Company, New York.
- Sanborn-Perris Map Company
 1892 *Astoria, Clatsop County, Oregon*. Sanborn-Perris Map Company, New York.

- 1896 *Astoria, Clatsop County, Oregon.* Sanborn-Perris Map Company, New York.
- 1908 *Astoria, Clatsop County, Oregon.* Sanborn-Perris Map Company, New York.
- Shively, J[ohn].M.
1844 *The Original Plan of the Town of Astoria.* J.M. Shively, Astoria.
- Smith, Courtland L.
1979 *Salmon Fishers of the Columbia.* Oregon State University Press, Corvallis.
- Smith, Dwight A., James B. Norman, and Pieter T. Dykman
1989 *Historic Highway Bridges of Oregon.* Second edition. Oregon Historical Society, Portland.
- Smith, Dr. William Carlson
1956 *The Swedes of Oregon.* *Sunday Oregonian-Northwest Rotogravure Magazine.* October 28, pp. 10-11, 18.
- Strong, William
1878 *The Annual Address.* *Transactions of the Sixth Annual Reunion of the Oregon Pioneer Association for 1878.* No publisher.
- Swanson, Josephine
1979 *Uppertown Memories.* *The Daily Astorian.* August 24.
- Tetlow, Roger
1983 *North Pacific Brewing Company Beer Storage House/Old Uppertown Fire Station National Register of Historic Places Nomination.* On file at the Office of Community Development, City of Astoria.
- U.S. Bureau of Census
1900 *Original Schedule of the Twelfth Census of Population, Clatsop County, Oregon.* Located at Oregon Collection, Knight Library, University of Oregon, Eugene.
- Walker, K.J.
1848 *Letter to General John Adair, November 27.* In *Adair Family Reminiscences.* Special Collections manuscript CB Ad11, located at Oregon Collection, Knight Library, University of Oregon.

Other Sources Consulted

Anonymous

- 1900 *Map of Astoria, Oregon.* Columbia Trust Company, Astoria.
- 1914 *Map of Astoria and Vicinity, Clatsop County, Oregon.* Harriman & Harriman, -.
- 1919 *The Astoria Centennial.* No publisher.

Astoria Budget

- 1931 First Collector's Instructions Quaint. June 27.

Astoria Evening Budget

- 1954 1st Lutheran Church in Country Founded in US 300 Years Ago. April 27, pp. 1-2.
- 1955 Changing City Street Names Not New Idea. March 28, p. 3.

Howay, Frederic W.

- 1990 *Voyages of the "Columbia" to the Northwest Coast 1787-1790 & 1790-1793.* Oregon Historical Society, Portland.

Irving, Washington

- 1967 *Astoria.* Clatsop Edition. Binfords & Mort, Portland.

Morris, Grace P.

- 1937 Development of Astoria, 1811-1850. *Oregon Historical Quarterly* 38(4):413-424.

Salisbury, T.W.

- 1924 *The City of Port of Astoria Yearbook.* No publisher.

Whitney, W.H.

- 1890 *Map of Astoria and Environs, Oregon.* L.H. Everts Lithographers, Philadelphia.

Appendix A

CITY LANDMARK AND NATIONAL REGISTER LISTED PROPERTIES

National Register Listed Properties*

Benjamin Young House, 3652 Duane Avenue
Andrew Young House, 3720 Duane Avenue
North Pacific Brewing Co. Beer Storage House/Uppertown Fire Station No. 2,
2968 Marine Drive
Erickson-Larsen Ensemble, 3025 and 3027 Marine Drive
Peter Larson House, 611 31st Street
Gustavus Holmes House, 682 34th Street

*National Register listed properties are also deemed City Landmarks

City Landmarks

Powers-Leinenweber-Gramms House, 3480 Franklin Avenue
Jacob Jackson [Jacobson] House, 3088 Harrison Avenue

Appendix B

ADAIR-UPPERTOWN EVALUATION CRITERIA

Draft as of 25 Feb 94

Goals

Uppertown - Adairs Inventory

1. To identify the architectural resource of the neighborhood.
 2. To place the architectural resource of the neighborhood and its historic character into the context of the community of Astoria, Oregon.
 3. To create base line data for possible economic incentives through potential historic district designation.
- *** As of this date, no archaeological resources are known within the inventory area. This does not exclude their existence.

Draft as of 23 Feb 94

- 1 -

Criteria

Uppertown - Adairs Inventory

- I. ARCHITECTURAL SIGNIFICANCE (max. 45 pts.)
Architectural criteria are concerned primarily with visual aspects and design qualities of structures including vernacular types as well as those of strict academic conventions.
- A. Style: (max. 15 pts.)
Significance as an architectural style, building type or convention.
- | | |
|--|-----------|
| 1. Excellent or extremely early example. | (15 pts.) |
| 2. Good example. | (10 pts.) |
| 3. Fair example. | (5 pts.) |
| 4. Less identifiable. | (0 pts.) |
- B. Rarity: (max. 15 pts.)
Significance as only or one of few surviving or existing buildings of a style, type or design.
- | | |
|--------------------|-----------|
| 1. One of a kind. | (15 pts.) |
| 2. One of several. | (10 pts.) |
| 3. One of many. | (5 pts.) |
- C. Craftsmanship & Materials: (max. 10 pts.)
Significance of uniqueness and/or quality of material, method or construction, craftsmanship or composition.
- | | |
|-----------------------------|-----------|
| 1. Excellent example. | (10 pts.) |
| 2. Good example. | (7 pts.) |
| 3. Fair example. | (3 pts.) |
| 4. Shows no special traits. | (0 pts.) |
- D. Architect/Designer/Builder: (max. 5 pts.)
Building is associated with an architect, designer or builder whose work is of local, regional or national importance.
- | | |
|---|-----------|
| 1. Person of local, regional & national importance. | (5 pts.) |
| 2. Person of local & regional note. | (4 pts.) |
| 3. Person of local importance. | (2 pts.) |
| 4. Person unknown. | (0 pts.) |

Criteria (cont.)

Uppertown - Adairs Inventory

II. INTEGRITY (max. 30 pts.)

Integrity criteria are concerned primarily with amount and quality of remaining original fabric in a building, and the compatibility of any alterations to a structure.

A. Original Fabric: (max. 15 pts.)

Significance of having a large amount of original materials, design features, construction elements, details and character.

- | | | |
|----|---|-----------|
| 1. | Has high percent of original elements, | (15 pts.) |
| 2. | Has some original features. | (10 pts.) |
| 3. | Little original material remains. | (5 pts.) |
| 4. | No identifiable original character remains. | (0 pts.) |

B. Alterations: (max. 15 pts.)

Significance of the compatibility of any identifiable changes or alterations to the design and integrity of a building.

- | | | |
|----|------------------------------|-----------|
| 1. | Alterations are compatible. | (15 pts.) |
| 2. | Most changes are compatible. | (10 pts.) |
| 3. | Some changes are compatible. | (5 pts.) |
| 4. | Alterations not compatible. | (0 pts.) |

Draft as of 23 Feb 94

- 3 -

Criteria (cont.)

Uppertown - Adairs inventory

III. SETTING (max. 15 pts.)

Setting criteria are concerned primarily with visual relationship of a building to nearby structures, environmental surroundings, and its appropriateness to area zoning and adjacent land-use including character of in-fill.

A. Architectural: (max. 10 pts.)

Significance of contribution to streetscape, an integral part of a representative cluster of buildings, or compatibility with surroundings and activities.

- | | | |
|----|---|-----------|
| 1. | Very important to visual integrity of a group or area setting. | (10 pts.) |
| 2. | Distinctive part of neighborhood but not in a cluster setting. | (7 pts.) |
| 3. | Fits into surroundings well. | (3 pts.) |
| 4. | Has no relationship to adjacent structures, surroundings or activities. | (0 pts.) |

B. Environment: (max. 5 pts.)

Significance of presence of historic landscapes, original plantings or historic plant materials.

- | | | |
|----|--|-----------|
| 1) | Historic landscape plan still present or maintained. | (5 pts.) |
| 2) | Original or historic plant materials still maintained. | (4 pts.) |
| 3) | Some historic plant material but not maintained. | (2 pts.) |
| 4) | No historic environmental setting. | (0 pts.) |

Draft as of 23 Feb 94

- 4 -

Criteria (cont.)

Uppertown - Adairs Inventory

VI. HISTORY (max. 10 pts.)

History criteria are concerned primarily with how a building reflects social and cultural trends in the neighborhood; and, any prominent person, group or event associated with the structure.

A. Person: (max. 5 pts.)

Building is associated with any person or group who are of local, regional or national importance.

- | | | |
|----|--|-----------|
| 1. | Person of local, regional and national importance. | (5 pts.) |
| 2. | Person of local and regional note. | (4 pts.) |
| 3. | Person of local importance. | (2 pts.) |
| 4. | Not associated with notable person. | (0 pts.) |

B. Trends: (max. 3 pts.)

Significance of representing patterns of social and cultural trends in neighborhood or community (such as immigration, economics, employment, growth).

- | | | |
|----|---|-----------|
| 1. | Very indicative of a national trend or pattern. | (3 pts.) |
| 2. | Indicative of a regional trend or pattern. | (2 pts.) |
| 3. | Shows local trends or patterns. | (1 pt.) |
| 4. | Not a part of any trend or pattern. | (0 pts.) |

C. Event: (max. 2 pt.)

Significance of association with an event of local, regional or national importance.

- | | | |
|----|---|-----------|
| 1. | Event of national or regional importance. | (2 pts.) |
| 2. | Event of local importance. | (1 pt.) |
| 3. | Not associated with a significant event. | (0 pts.) |

Draft as of 23 Feb 94

- 1 -

Site Survey Form

Uppertown - Adairs Inventory

Address: _____ Style: _____
 Historic Name: _____ Year Built: _____
 Brief Description: _____

Items of Note: _____

I. Architectural Significance (max. 45 pts.)

A. Style	15 - 10 - 5 - 0
B. Rarity	15 - 10 - 5 - 0
C. Craftsmanship / Materials	10 - 7 - 3 - 0
D. Architect / Designer / Builder	5 - 4 - 2 - 0

II. Integrity (max. 30 pts.)

A. Original Fabric	15 - 10 - 5 - 0
B. Alterations	15 - 10 - 5 - 0

III. Setting (max. 15 pts.)

A. Architectural	10 - 7 - 3 - 0
B. Environmental	5 - 4 - 2 - 0

IV. History (max. 10 pts.)

A. Person	5 - 4 - 2 - 0
B. Trend	3 - 2 - 1 - 0
C. Event	2 - 1 - 0

TOTAL

Signature: _____

Date: _____

Appendix C

CITY OF ASTORIA HISTORIC PROPERTIES ORDINANCE



ARTICLE 6

HISTORIC PROPERTIES

6.010. PURPOSE.

It is the purpose of the City to promote and encourage the preservation, restoration, rehabilitation, and adaptive use of buildings, structures, appurtenances, objects, sites, and districts that are indicative of Astoria's historical heritage; to carry out certain provisions of The Land Conservation and Development Commission Goal 5 "Open Spaces, Scenic and Historic Areas, and Natural Resources"; to establish a design review process for historic structures, and to assist in providing the means by which property owners may qualify for Federal and State financial assistance programs assisting historical properties.

6.020. SPECIAL PROVISIONS.

A. Signs.

1. Signs or plaques denoting a historic District, building or site will be permitted in accordance with the sign regulations for the zone in which it is located. Such signs will be of dignified design and positioned in a manner that is compatible with the building or site.
2. Any signs constructed or placed on or in association with a historic building will be reviewed by the Historic Preservation Officer to ensure that they are in scale and relate well to the architectural style of the building.

6.030. HISTORIC DISTRICT ESTABLISHMENT.

- A. The Historic Landmarks Commission, the City Council, or the owners of at least one-third of the privately owned property within a proposed District may initiate the proceedings for designation of a Historic District. If there is multiple ownership in a property, each consenting owner shall be counted as a fraction equal to the interest the owner holds in that property.

A request that an area be designated as a Historic District will be considered by the Historic Landmarks Commission following receipt of a complete application by the Historic Preservation Officer. The Historic Landmarks Commission will transmit its recommendation of the area as a Historic District to the City Council. The City Council shall hold a public hearing in accordance with the procedures set forth in 9.010 through 9.100 except that notices of the hearing date will be mailed only to owners of property lying on or within the boundaries of the proposed District.

Upon receipt of the Historic Landmark Commission's recommendation, the City Council may authorize submittal of a nomination for Historic District status to the State Advisory Committee on Historic Preservation.

6.040. HISTORIC LANDMARK ESTABLISHMENT.

A. Procedure.

The Historic Landmarks Commission, City Council or a property owner may initiate the proceedings for designation of a Historic Landmark. Upon receipt of a complete application requesting that a building or site be designated historic, the Historic Landmarks Commission shall consider the request. The Historic Landmarks Commission shall hold a public hearing on the request in accordance with the procedures set forth in Article 9.

The Historic Landmark Commission may approve, modify or reject such request in accordance with Section 9.030.

B. Existing Listings on the National Register of Historic Places.

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 an Historic Landmark.

C. Primary and Secondary Classifications.

For the purposes of Historic Landmark designation, buildings, structures, appurtenances, objects, signs, sites and districts which are classified as Primary or Secondary shall be automatically considered an Historic Landmark.

6.050. EXTERIOR ALTERATION.

A. Exemptions.

Nothing in this Section shall be construed to prevent ordinary maintenance of a structure listed or identified as a Historic Landmark or as Primary or Secondary. The following are considered to be normal maintenance and repair and are not subject to this Section including, but not limited to:

1. Replacement of gutters and downspouts, or the addition of gutters and downspouts, using materials that match those that were typically used on similar style buildings;
2. Repairing, or providing a new foundation that does not result in raising or lowering the building elevation unless the foundation materials and/or craftsmanship contribute to the historical and architectural significance of the landmark;
3. Replacement of wood siding, when required due to deterioration of material, with wood material that matches the original siding;
4. Repair and/or replacement of roof materials with the same kind of roof materials existing, or with materials which are in character with those of the original roof;
5. Application of storm windows made with wood, bronze or flat finished anodized aluminum, or baked enamel frames which complement or match the color detail and proportions of the building;
6. Replacement of existing sashes with new sashes, when using material which is consistent with the original historic material and appearance; and
7. Painting and related preparation.

B. Certificate of Appropriateness.

Unless otherwise exempted, no person, corporation, or other entity shall change, add to, or modify a structure or site in such a way as to affect its exterior appearance, if such structure is listed or identified as a Historic Landmark or as Primary or Secondary without first obtaining a Certificate of Appropriateness.

In obtaining a Certificate of Appropriateness, the applicant shall file an application on a form furnished for that purpose with the Community Development Department.

Criteria for Immediate Approval.

The Historic Preservation Officer shall approve an exterior alteration request if:

1. There is no change in historic character, appearance or material composition from the existing structure or feature; or
2. If the proposed alteration duplicates the affected building features as determined from a photograph taken during either the Primary or Secondary development periods, original building plans, or other evidence of original building features; or
3. If the proposed alteration is required for the public safety due to an unsafe or dangerous condition.
4. If the proposed alteration relates to signage in scale to the architectural style of the building.

All other requests shall be reviewed by the Historic Landmarks Commission.

D. Historic Landmarks Commission Design Review Criteria.

Those exterior alteration requests not meeting the conditions for immediate approval shall be reviewed by the Historic Landmarks Commission following receipt of a complete application.

The following standards shall be used to review alteration requests. The standards summarized below involve the balancing of competing and conflicting interests. The standards are not intended to be an exclusive list, but are to be used as a guide in the Historic Landmark Commission's deliberations.

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.
9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and addition do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.
10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

6.070. NEW CONSTRUCTION.

A. Certificate of Appropriateness.

No person, corporation, or other entity shall construct a new structure adjacent to or across a public right-of-way from a Historic Landmark or a structure identified as Primary or Secondary, without first obtaining a Certificate of Appropriateness from the Historic Landmarks Commission.

In obtaining a Certificate of Appropriateness as required above, the applicant shall file an application on a form furnished for that purpose with the Community Development Department.

B. Historic Landmarks Commission Design Review Criteria.

A request to construct a new structure shall be reviewed by the Historic Landmarks Commission following receipt of the request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria:

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

6.080. DEMOLITION AND MOVING.

A. Certificate of Appropriateness.

No person, firm, or corporation shall move, demolish, or cause to be demolished any structure listed or identified as a Historic Landmark or as a Primary or Secondary without first obtaining a Certificate of Appropriateness.

In obtaining a Certificate of Appropriateness, the applicant shall file an application on a form provided for that purpose with the Community Development Department.

B. Criteria for Immediate Approval.

The Historic Preservation Officer shall issue a Certificate of Appropriateness for moving or demolition if any of the following conditions exist:

1. The structure has been damaged in excess of 70% of its assessed value by fire, flood, wind, or other natural disaster or by vandalism; or
2. The Building Official finds the structure to be an immediate and real threat to the public health, safety and welfare.

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

C. Historic Landmarks Commission Review Criteria.

Those demolition/moving requests not meeting the conditions for immediate approval shall be reviewed by the Historic Landmarks Commission following receipt of an applicant's request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh all of the following criteria:

1. The structure cannot be economically rehabilitated on the site to provide a reasonable income or residential environment compared to structures in the general area.
2. There is demonstrated public need for a new use, if any is proposed, which outweighs the benefit which might be served by preserving the subject building(s) on the site due to the building's contribution to the overall integrity and viability of the historic district.
3. The proposed development, if any, is compatible with the surrounding area considering such factors as location, use, bulk, landscaping, and exterior design.
4. If the building is proposed to be moved, the new site and surrounding area will benefit from the move.

Any review shall be completed and a decision rendered within 75 days of the date the City received a complete application. Failure of the Historic Landmarks Commission to meet the time lines set forth above shall cause the request to be referred to the City Council for review. All actions of the Historic Landmarks Commission can be appealed to the City Council. The Historic Landmarks Commission will follow the procedural requirements set forth in Article 9.

D. Conditions for Demolition Approval.

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

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

E. Appeal - Extension of Review Period.

On appeal or referral, the City Council may extend the review period for demolition/moving requests a maximum of an additional 120 days from the date of receipt of an application upon a finding that one of the following conditions exists:

1. The applicant has not submitted sufficient information to determine if an immediate demolition or moving should be allowed.
2. There has been little or no activity, within a reasonable amount of time, by the permit applicant to explore other viable alternatives.
3. There is a project under way which could result in public or private acquisition of the historic building or site and the preservation or restoration of such building or site, and that there is reasonable grounds to believe that the program or project may be successful.

If, at the end of an extended review period, any program or project is demonstrated to the City Council to be unsuccessful and the applicant has not withdrawn his/her application for a moving or demolition permit, the Community Development Director shall issue the permit if the application otherwise complies with the code and ordinances of the City.

F. Exception.

In any case where the City Council has ordered the removal or demolition of any structure determined to be dangerous, nothing contained in this chapter shall be construed as making it unlawful for any person without prior approval of the Historic Landmarks Commission, pursuant to this chapter, to comply with such order.

6.090. ADMINISTRATIVE PROCEDURES.

- A. The Historic Landmarks Commission will follow the procedural requirements set forth in Article 9 with regard to application, public notice, quasi-judicial public hearing procedure, appeals, action on applications, filing fees, and additional costs.
- B. In the consideration of an exterior alteration, demolition or moving request, the Historic Landmarks Commission will approve or deny the request or recommend changes in the proposal which would enable it to be approved. The property owner will be notified of the Historic Landmarks Commission's decision within 10 working days of the date of action. The applicant may resubmit proposals for which changes have been recommended by the Historic Landmarks Commission.
- C. In approving an exterior alteration, demolition or moving request, the Historic Landmarks Commission may attach conditions which are appropriate for the promotion and/or preservation of the historic or architectural integrity of the structure, appurtenance, object, site, or district. All decisions to approve, approve with conditions or deny shall specify the basis of the decision. Such decisions may be appealed to the City Council.

