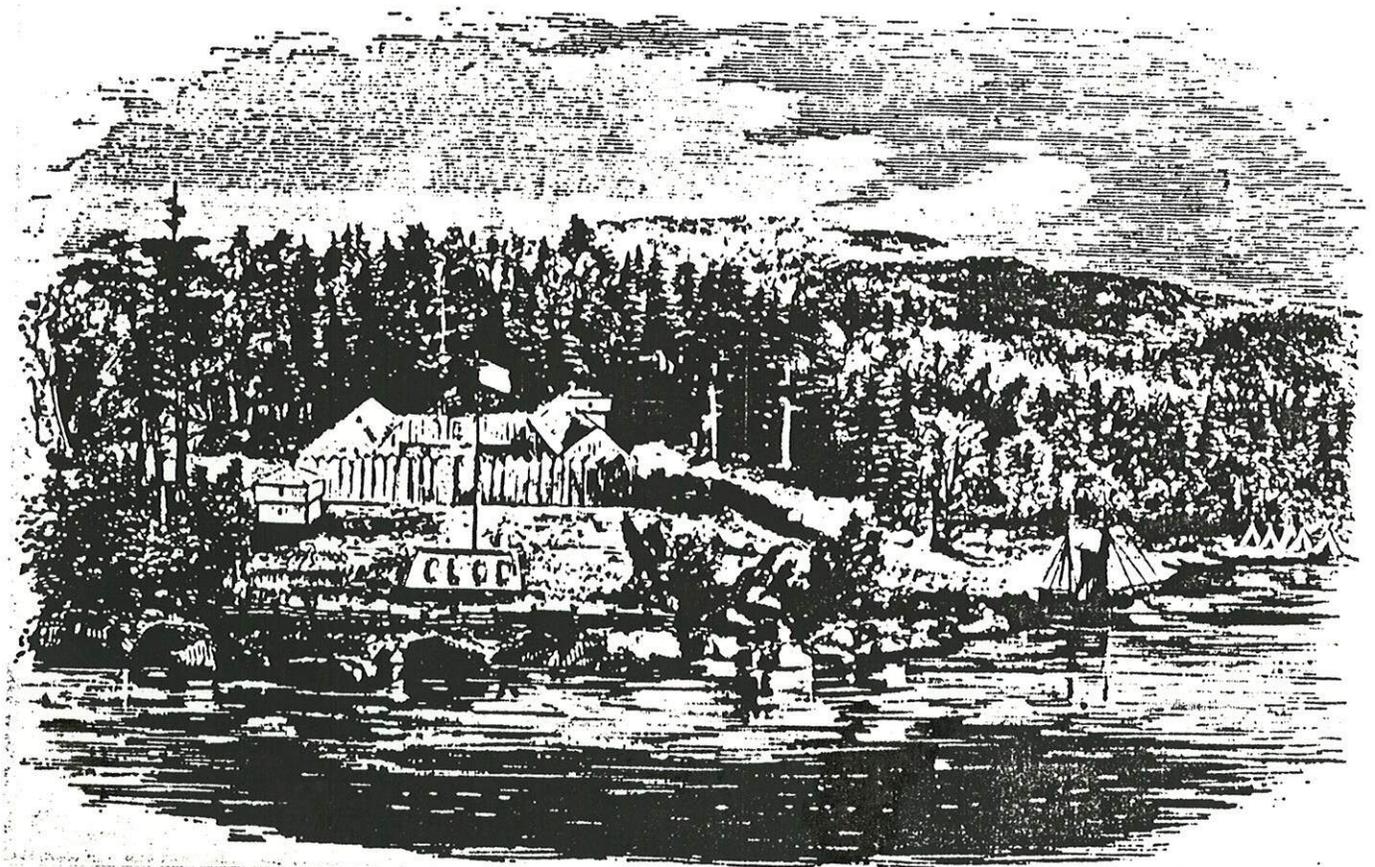


HISTORIC CONTEXT
ASTORIA DOWNTOWN AREA



Astoria, Oregon
1813

North Coast Landmarks Consultants

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SECTION 1: HISTORIC OVERVIEW

The purpose of this survey is to place resources of the Astoria downtown area within the parameters of a historic setting. The survey will identify potential resources and set up a method to evaluate them. Finally, it will suggest methods of preservation for those resources found and indicate where further study is needed.

It is the hope of North Coast Landmarks Consultants that information gathered in this survey will be available to property owners and inspire them with new appreciation for their built environment. We also hope that identified resources will be considered when developing or considering land use planning for the Astoria downtown area.

Temporal Boundaries: 1811 - 1939

This study focuses on the downtown district of Astoria, Oregon. Europeans, Americans, as well as Native Americans, had traveled or camped near the site long before 1811 when John Jacob Astor commissioned the establishment of a fur trading post, Astoria. But, it was the arrival the Astor party which spurred a permanent settlement there. For thirty years it was little more than a clearing in the woods. Then, in the 1840's, settlers arrived with their families and made claim to the land. Astoria was platted by John M. Shively in 1844. In 1856 Astoria was incorporated.

The Historic Context, then, will follow the development of the Astoria business district beginning with the discovery of the Columbia River, to the settlement of Astoria in 1811 through 1939, the date determined by the National Register's fifty year-old evaluation criteria.

Spatial Boundaries

The city of Astoria is located in Clatsop County, on the northwest corner of Oregon. A peninsula, the sloping site is defined by Young's Bay to the south and the Columbia River to the north. The Columbia River is the boundary between Oregon and Washington, the latter being four miles to the north of Astoria. The survey area is within the heart of Astoria. It extends from the Columbia River pierhead line on the north to both sides of Exchange Street on the south; the center line of 17th Street on the east to the center line of 5th Street on the west. The southwestern border would be contiguous with the proposed Hobson-Flavel Historic District: the block bounded by 5th and 6th, Marine Drive and Bond except for the southwest quarter: both sides of 6th between Bond and Commercial; center line of Commercial to 7th; center line of 7th to Duane; center line of Duane to 8th; center line of 8th to Exchange; center line of Exchange to 9th; then both sides of Exchange eastward from 9th. The area is estimated to be 64 acres.

Related Study Units

Significant themes identified in the downtown Astoria historic context include settlement, commerce and urban development, and culture. Those broad themes encompass a number of more specific Oregon themes such as immigration, regional settlement, commercial development, ethnic and 20th century architecture.

SECTION 1: HISTORIC OVERVIEW

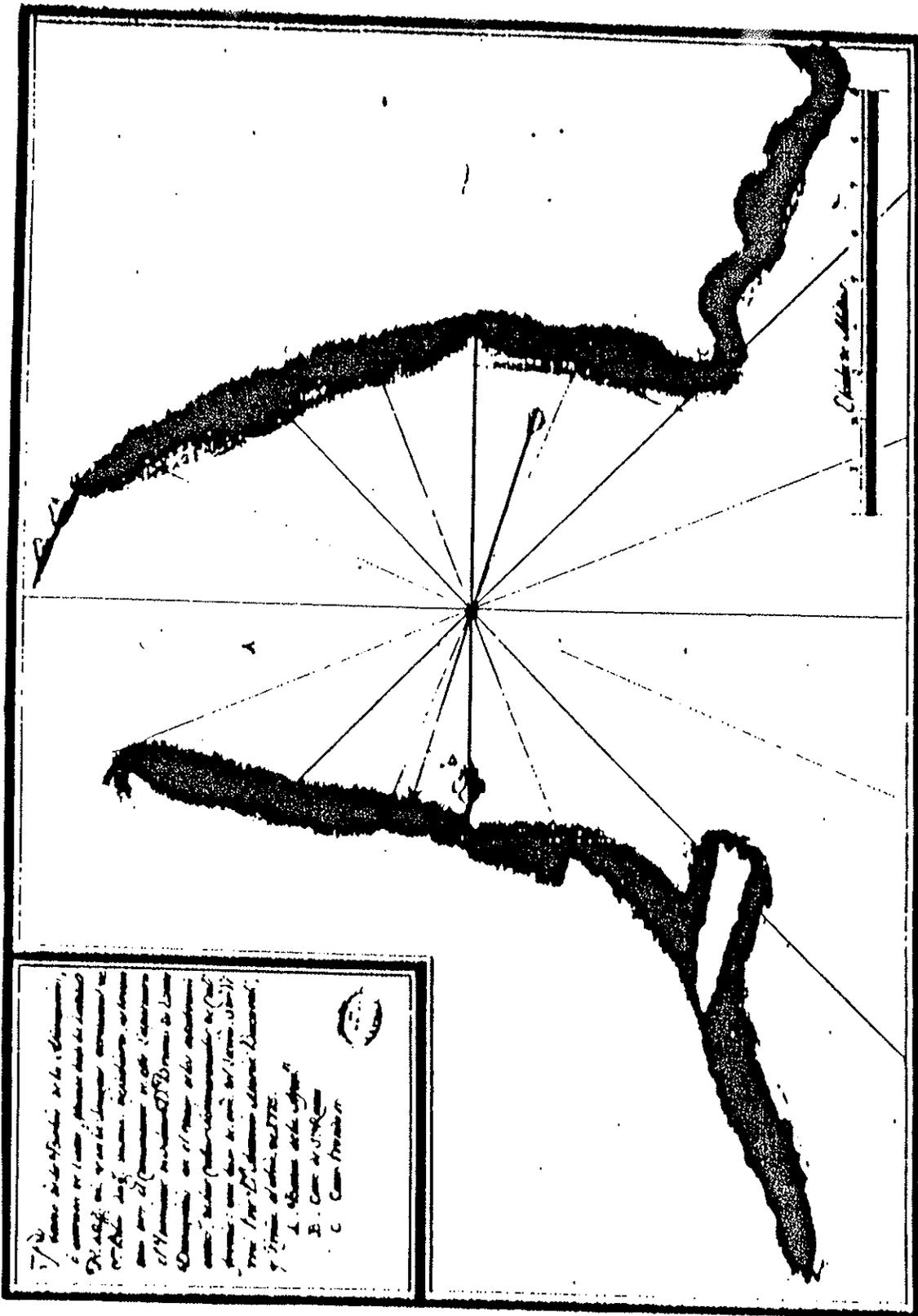
Historical Background

Beginning in 1543, Spanish explorers roamed the coastline of the New World, endeavoring to claim the territory of the Pacific from Tierra del Fuego to Alaska for the Spanish crown. However, two centuries passed before the Pacific Northwest was thoroughly explored, including the discovery of the Columbia River. The first recorded sighting of the river by a European occurred in the early evening of August 17, 1775, by Bruno de Hezeta, captain of the Spanish frigate, *Santiago*. Although he made a concentrated effort to enter the large bay, his ship could not overcome the strong current. Nonetheless, he made a drawing of the estuary, which he was convinced was the mouth of a great river. He gave this body of water, laying between two capes, the name of "Bahía de la Asuncion de Nuestra Senora" (Bay of the Assumption of Our Lady). Later maps and charts listed this location as "Entrada de Hezeta" (Hezeta's Entryway).

Seventeen years later Captain Robert Gray, an American, rediscovered the river and named it after his ship, *Columbia Rediviva*. And, unlike the Spanish, who wished to keep their discoveries locked away in secret archives in Seville, Gray made sure that his feat was well-known. His name for the river supplanted Hezeta's, even on Spanish maps.

President Thomas Jefferson was especially keen on sending an expedition to explore the Pacific Northwest, but there were two problems that bothered him. One was the question of the constitutionality of funding an expedition outside national territory; the second was the reaction of the Spanish crown to such an intrusion. Early in 1803, Jefferson met with Carlos IV's ambassador to the United States, Casa Irujo, and made inquiry as to whether the Spanish court "would take it badly" if Congress sent a "group of travelers with no other view than the advancement of geography" on a transcontinental trip. Irujo responded with the pronouncement that an expedition of this nature could not "fail to give umbrage to our Government." After contemplating the importance of this mission, the president decided to persuade Congress to fund the venture. The president's entreaty met with little or no resistance from Congress in gaining the required appropriation, as he emphasized the need for Americans to counteract British traders on the upper Missouri River. The overland expedition, to be led by twenty-nine year old Meriwether Lewis and thirty-three year old William Clark, was approved by Congress and became law on February 28, 1804. On May 14, 1804, the Lewis and Clark party left St. Louis, Missouri, to begin their long and arduous journey.

The Lewis and Clark expedition did not go unnoticed by Spain. Sebastian Calvo la Puerta y O'Ferril, marques de Casa Calvo, who had been sent to America to determine the boundaries of Louisiana, was incensed upon learning of the departure of the group since their destination was acknowledged Spanish territory. He immediately communicated with Nemesio Salcedo, commandant general of the Interior Provinces in Chihuahua, and made clear his distress and to emphasize the need to take action against the intruders. A portion of Casa Calvo's message to Salcedo read ".....I do not doubt that Your Excellency will give orders that the most efficacious steps be taken to arrest....Captain Merry and his followers, who, according to notices, number twenty-five men, and to seize their papers and instruments that may be found on them. This action based upon the fact that without permission of the Spanish government they have entered its territory. Since the line of demarcation has not been determined as yet, they cannot infer that [the area] already belongs to the United States. It is fitting to the confidential intentions of the ministry, by which I am instructed to stop the progress of these investigations, that although there be no motive or pretext whatsoever, nevertheless it is absolutely necessary for reasons of state to carry out the arrest of the said captain." Since Spanish officials were



The first chart of the mouth of the Columbia River as drawn by Bruno de Hezeta 1775

in unanimous agreement in believing that Jefferson's project was a threat to His Catholic Majesty's interests, Caso Calvo's warning did not go unheeded. At least four attempts were made to "apprehend" Lewis and Clark. However, support for this covert activity began to wane when Spain came to the realization that should they succeed in their assault of the explorers, which would surely come to public notice, then the Americans would have found a legitimate excuse to invade the Spanish held territories of West Florida and Texas, something the Americans had wanted to do for a long time.

So, Lewis and Clark continued their journey unmolested by the Spaniards and reached the Pacific Ocean on November 7, 1805. One month later the party moved inland and selected a site five miles west of present day Astoria to establish Fort Clatsop. After constructing a log shelter, clearing a parade ground and making a salt cairn, the party settled in for five rain-filled, flea-ridden months. The fort was abandoned March 23, 1806, when the group left for the return trip to St. Louis.

A party of 33 men arrived on the bark *Tonquin* in the spring of 1811. These men were commissioned by John Jacob Astor as representatives of the Pacific Fur Company and their duty was to establish a fur-trading post. Once again Spain's territory was being invaded, but she was too busy protecting her claims in Florida, Texas and New Mexico, to enforce territorial rights in the Pacific Northwest. On April 5, 1811, a site was selected for the post; on April 12, clearing of land began in preparation for the construction of the first white settlement west of the Rockies. The fort sat on a rise in what is now the eastern portion of Astoria's downtown district. According to Alexander Ross, one of the men in the party, Astor's men were overwhelmed by the landscape:

"The place thus selected for the emporium of the west, might challenge the whole continent to produce a spot of equal extent presenting more difficulties to the settler: studded with gigantic trees of almost incredible size, many of them measuring fifty feet in girth, and so close together, and intermingled with huge rocks, as to make it a work of no ordinary labour to level and clear the ground. With this task before us, every man, from the highest to the lowest, was armed with an axe in one hand and a gun in the other; the former for attacking the woods, the latter for defence against the savage hordes which were constantly prowling about."

But the natives were less of a danger to the men than they were to themselves.

"It would have made a cynic smile to see this pioneer corps, composed of traders, shopkeepers, voyageurs, and Owhyhees, all ignorant alike in this new walk of life.....many of the party had never handled an axe before, and but few of them knew how to use a gun....."

"There is an art in felling a tree, as well as in planting one; but unfortunately none of us has learned that art, and hours together would be spent in conjectures and discussions.....and at last, when all hands were assembled to witness the fall, how often we were disappointed! The tree would still stand erect, bidding defiance to our efforts....."

"Nearly two months of this laborious and incessant toil had passed, and we had scarcely yet an acre of ground cleared. In the mean time three of our men were killed by natives, two more wounded by the falling of trees, and one had his hand blown off by gunpowder."

Some members of the Astor party left Astoria, June 1st, on the *Tonquin* to sail further up the coast to trade with the Indians. They were greeted by unfriendly natives on Vancouver Island. The men were massacred and the ship destroyed. Meanwhile, the Astorians were left destitute and in need of articles to trade. An overland party led by Wilson Price Hunt arrived in Astoria the following February 15, 1812. They found a scraggly group of men waiting. A

supply ship, *Beaver*, arrived that spring. But the men were disheartened. They would have given anything to leave what was quickly becoming, if it hadn't reached that point already, Astor's greatest business failure.

The United States declared war on Great Britain, June 19, 1812, and when a British trading vessel arrived in 1813, the Astorians gladly sold Astoria to them, rather than do battle with the British warship sailing two days behind. The British renamed the post Fort George and used it as a trading post for the Northwest Fur Company. On December 24, 1814, The Treaty of Ghent was signed and the British-American war was over. The United States and Great Britain held dual occupancy of Fort George until a formal transfer was made on October 6, 1818.

In the meantime, continuous negotiations had been taking place between Spain and the United States, under the presidency of John Quincy Adams. These talks resulted in the Transcontinental Treaty of 1819. Prior to this treaty, America's claim to Oregon Country was based on three acts; Gray's alleged discovery of the Columbia River, the Lewis and Clark expedition and the establishment of the fur trading post - Astoria. By the terms of this important treaty, Spain retreated from the contest for the Pacific Northwest forever and the 42nd parallel was established as the southern boundary of Oregon Country in favor of the United States.

In 1841, an American vessel belonging to the United States Exploring Expedition arrived at the mouth of the Columbia. Its captain, Lieutenant Charles Wilkes, described his first view of Astoria:

"In the morning we had a view of the somewhat famous Astoria, which is anything but what I could wish to describe. Half a dozen log houses with as many shed and a pig sty or two, are all it can boast of, and even these appear to be rapidly going to decay..... in point of beauty of situation, few places will vie with Astoria."

Astoria had been virtually abandoned for nearly twenty years. Only Hudson Bay agents, along with a few other individuals, remained during that interval. One agent, a man named Mofras, concurred with the opinion of Lieutenant Wilkes. He called Astoria a "miserable squatter's place," and longed to be elsewhere. Actual settlers did not start to arrive until the mid 1840's. By 1846, Astoria had approximately thirty inhabitants; many were Native Americans. The town consisted of ten buildings, including a warehouse, two Chinook Indian lodges, a cooper's and blacksmith shop. It was, indeed, in a state of transition. When a Lieutenant Howison saw it that year, he said Astoria exhibited "the wretched remains of a bygone settlement, and the uncouth germ of a new one."

That new settlement was started by three men who came to stake their claims in Astoria. Those men were Colonel John McClure, John M. Shively and A.E. Wilson. Colonel McClure came to Astoria from New Orleans, where, it is said, he left "under an unspecified cloud." His land claim is now known as the historic Hobson-Flavel area. He married a daughter of the long dead Chief Concomly, the Clatsop Indian who welcomed Lewis and Clark to the area. In 1858, McClure, who was known for being an ill-tempered person and an excellent marksman, was appointed Justice of the Peace for the Clatsop District.

John M. Shively was a native of Virginia. A civil engineer, he was hired by John McLoughlin to plat Oregon City in 1843. Then, on January 1, 1844, he arrived in Astoria by canoe. In March of that same year, he began to plat Astoria. He laid his claim on the land now occupied by downtown Astoria. In 1847 he became postmaster and opened the first post office west of the Rocky Mountains.

A.E. Wilson, a native of Massachusetts, set up a general store and a sawmill one mile east of Fort George. He claimed the land in the area now known as Adair's Addition and Alderbrook.

In 1846, the first white married couple, James and Nancy Welch arrived to make Astoria their home. Welch was a native Kentuckian. He built the first sawmill in 1851 on what is now Ninth Street, between Bond and Commercial. Later, the mill was sold and became the W.W. Parker Mill.

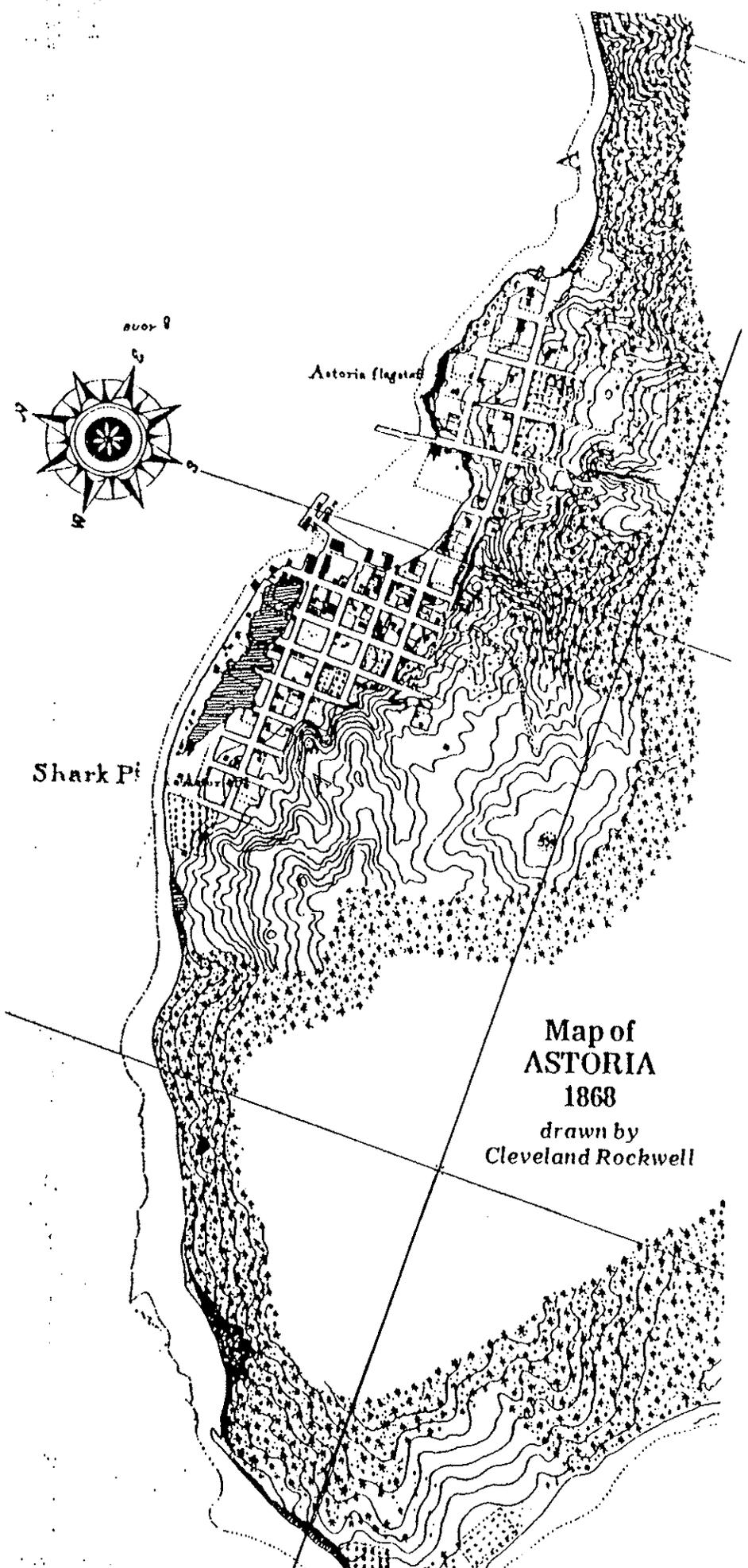
John Adair, another native of Kentucky, his wife and their six children, arrived in Astoria in 1849. He brought with him a commission from President James K. Polk, granted in 1848, to establish the first U.S. Customs house on the west coast. He occupied the position of Collector of Customs for twelve years.

Another early settler was William Hobson. A native of England, he brought his two sons, John and Richard, to Astoria in 1843, following the death of his wife. He didn't stay in town very long. Rather, he took a donation land claim on Clatsop Plains, ten miles southwest of Astoria. His son, John, returned to Astoria in 1863 and settled in what is now the Hobson-Flavel area. He became Collector of U.S. Customs in 1885.

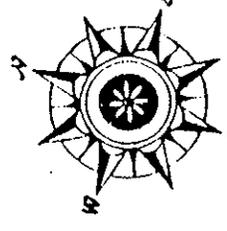
Astoria was incorporated in 1856, and grew slowly over the next two decades. The downtown area became the focus of commercial development during this period. But the topography of Astoria was ill-suited to major growth and new businesses. Canneries, sawmills, wharfs, warehouses, machine shops, stores and hotels all had to compete for limited tidal flat space at the foot of its steep hills. Buildings rose on timbered pilings, stretching both north over the water and south over the soggy shoreline. The ASTORIA DAILY BUDGET reported in 1877 progression in all stages of construction of one hundred eighty-nine new buildings in town. Despite its growth, Astoria still had its detractors. Charles Nordhoff, writer for the illustrious and influential Harper's New Monthly Magazine, is quoted from his article written for the February, 1874, issue:

".....you enter the Columbia River, and stop, on the right bank, near the mouth, at a place famous in history and romance, and fearfully disappointing to the actual view - Astoria. When you have seen it, you will wish you had passed it by unseen. I do not know precisely how it ought to have looked to have pleased my fancy, and realized the dreams of my boyhood, when I read Bonnevillie's *Journal* and Irving's *Astoria* and imagined Astoria to be the home of romance and of picturesque trappers. Any thing less romantic than Astoria is today - you can scarcely imagine; and what is worse yet, your first view shows you that the narrow, broken, irreclaimably rough strip of land never had space for any thing picturesque or romantic. Astoria, in truth, consists of a very narrow strip of hill-side, backed by a hill so steep that they can shoot timber down it. Its brief streets are paved with wood; its inhabitants wear their trousers in their boots; if you step off the pavement you go deep in the mud, and ten minute's walk brings you to the 'forest primeval,' which, picturesque as it may be in poetry, I confess to be dreary and monotonous in the extreme in reality. There is a sawmill, which seems to make, with all its buzz and fuzz, scarcely an appreciable impression upon the belt of timber, which so shuts in Astoria that I thought I had scarcely room in it to draw a full breath."

The fish packing industry developed quickly in Astoria. The Marshall J. Kinney Cannery, built in 1876, on Water Street, between Fifth and Sixth Streets, was the third cannery constructed in Astoria and the first to be built in the downtown area. While built as a salmon cannery, in its first year of operation, it experimented in the canning of beef and mutton. Inexperience and lack of proper facilities curtailed this enterprise. By 1891, Kinney was the



1868



Astoria flagstaff

Shark Pt

Map of
ASTORIA
1868
drawn by
Cleveland Rockwell

SMITHS POINT

leading salmon packer in Astoria, out-canning twenty-one other facilities and packing 67,000 cases, 16% of the year's salmon catch, much of which was marketed in England and the eastern United States. He owned two other canneries, one hundred thirty-eight fishing boats, one steamer, three plungers and two scows. Three hundred men were needed to operate his fleet.

In comparison to its canneries, Astoria's saw and planing mills were quite modest until the latter part of the nineteenth century. Before that time, many logs had to be blasted before the small mills could handle them. The Hume and Farrell Mill was built in 1861 on Fourteenth Street, between Commercial and Duane Streets. It was sold in 1883 to W.S. Kinney and renamed Clatsop Mill Company. C. Holt built a planing mill on Fifth Street around 1890. Larger mills, such as John C. Trullinger's West Shore Mill at the foot of First Street, were not built within the downtown core. Presumably, lack of space kept such development at a distance. Trullinger's mill, built in 1886, had a loading dock for water shipment and its own railroad which brought logs from Walluski, five miles southeast of Astoria.

On July 2, 1883, the first of two major fires occurred in downtown Astoria. The fire began when a small group of boys who had been swimming in the boom beneath Clatsop Mill, built a fire which quickly spread. The mill was running at the time; it had no fire pump, no hose and no buckets. It was a fire trap right in the center of town as it was built along the shore with planer shavings and trash discarded in heaps below. Within an hour the fire was hopelessly out of control and spreading eastward. Firemen were helpless against the windswept flames. In the end, the fire had destroyed a sawmill, two docks and all structures on Commercial Street, between Fourteenth and Seventeenth Streets. Damage totaled \$2 million.

Looting was a major post-fire problem and a vigilante group was hastily formed to oust anyone caught stealing. The ASTORIA DAILY BUDGET editorialized thusly:

"The burning of the Foard & Stokes Store furnished an example of depravity we would prefer not chronicling: brutes in human shape stood there stealing, breaking open case liquors, guzzling down wine, and throwing provisions to their comrades in boats below."

The 1880's marked significant growth in Astoria. Buoyed by a phenomenal salmon business, immigrants flooded to the area. The first wave was primarily Chinese, who were sought after for their low-wage labor. By 1886, canneries employed nearly 3,400 Chinese men. These men were generally poorly fed and a nineteen-hour workday was the rule. Most lived in boarding houses adjacent to the canneries. Those not living in boarding houses lived in a separate community in the heart of Astoria. The four by three block area, bounded by Astor and Commercial, and Sixth and Tenth Streets, contained Chinese businesses and dwellings. By 1910, the Chinese population had declined to approximately 400 persons. Scandinavian and Finnish immigrants were the next predominant ethnic groups in Astoria, and they, too, were divided along national and geographic boundaries.

In addition to the obvious language and social barriers, these immigrants faced American employers who could not, or would not, pronounce their "foreign" names. Astorians developed a system used by other seaport towns. If a name seemed at all difficult, the employer would simply add another John Johnson to the payroll. County clerks were guilty of the same practice when signing naturalization papers. Astoria has the dubious distinction of having nearly four hundred John Johnsons at one time, more per capita than any community in the Northwest. The seemingly simple solution to odd-sounding names became a headache for those who had to collect taxes from, or deliver letters, groceries or telegrams to anyone named John Johnson. Nicknames soon followed. There was "Sawmill" Johnson, "Hungry" Johnson, "Just-a Minute" Johnson, "Cork Leg" Johnson and the dangerous "Canned Heat" Johnson.

R I V E R

UNIQUE

UNIQUE

Smalls Point

Dreer Bridge

YOUNG'S BAY

HUSTLER AND
BIBBEN

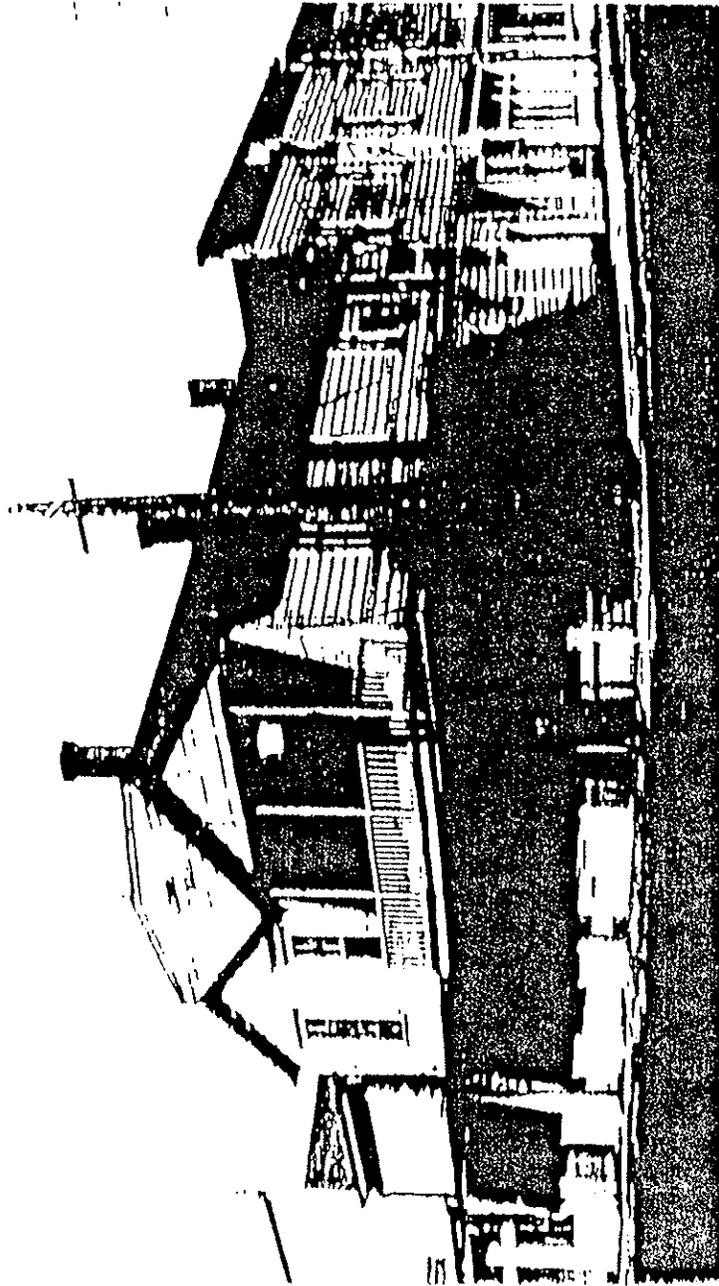
HUSTLER

HUSTLER

HUSTLER

HUSTLER

HUSTLER



Looking NE on 8th & Marine. These buildings had been a part of Astoria's Chinatown.
Photo ca. 1930

Astoria became famous for its red light district, which at one time was more populous than San Francisco's notorious "tenderloin" area. In addition to being home for countless prostitutes, pimps and drunken sailors, it was an area known to be inhabited by crimps. Crimps were often unscrupulous waterfront businessmen who ran sailor's boarding houses, saloons, marine supply stores or brothels. They helped seamen find new berths, with or without the sailor's consent. Ship captains would pay a fee, or "blood money," for each crewman supplied. Dope was used in the drinks served in the waterfront dives and the unwitting young man awoke to find himself signed on to a ship. Some local druggists were not averse to supplying the crimps with the proper "medicine." Diarist and sometime crimp, Joseph "Bunco" Kelly, wrote this from his prison cell:

"Wherever you go, in any part of the world, you are asked by seafaring men, captains, mates, and sailors..... 'Did you come from Astoria, the pirate city by the sea?'"

Bridget Grant, "queen of the boardingmaster's fraternity," had a family run business outside the red light district, on the corner of Fifteenth and Commercial Streets. She owned a farm out in the Walluski district which served as a holding-pen for shanghai'd men until it was time to deliver them to waiting ship captains. In the meantime, Mrs. Grant would put them to work clearing the land. She posted no guard; in the unfamiliar surroundings the men would not attempt to run. The Walluski wilds concealed the proximity of Astoria.

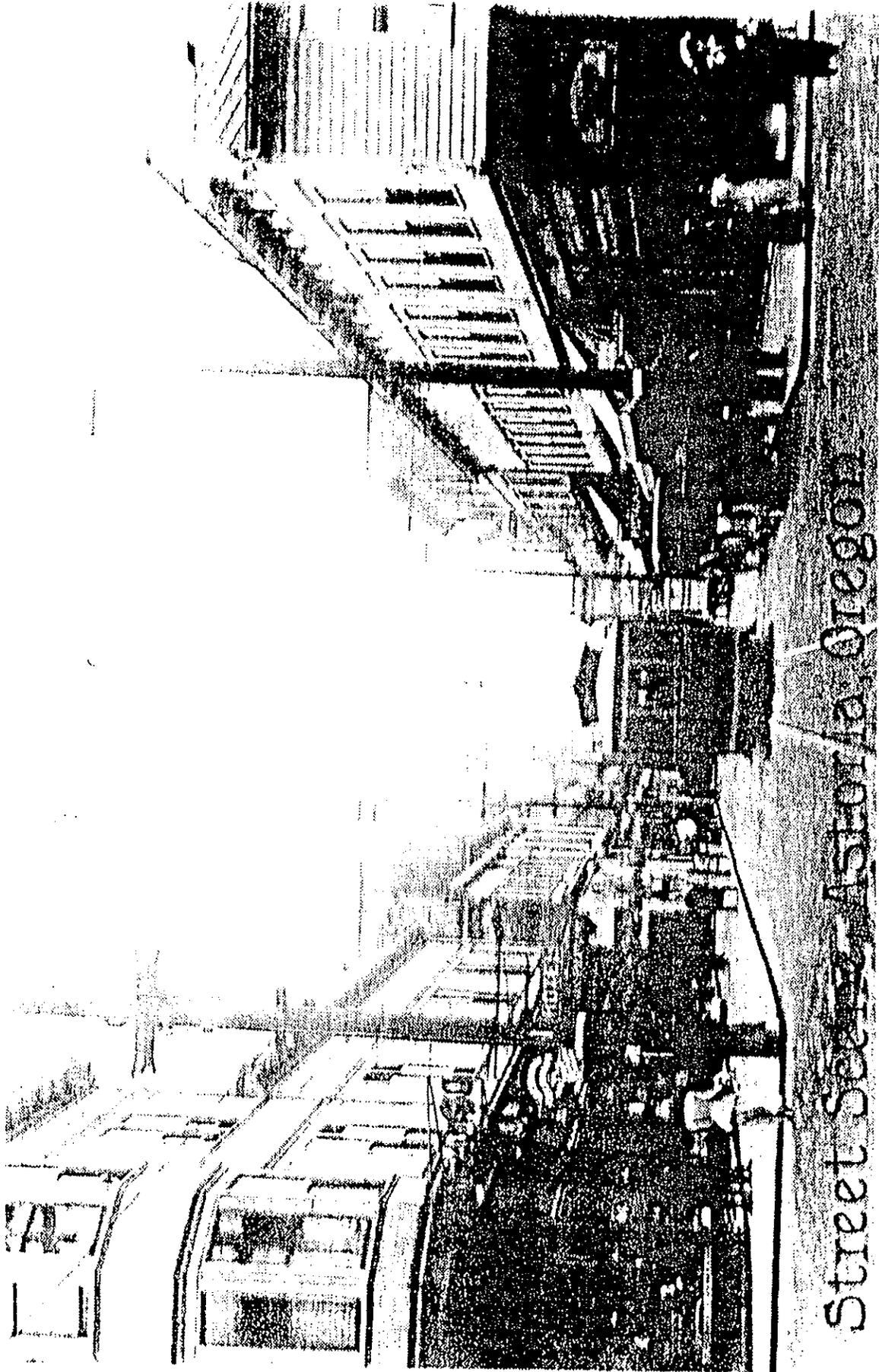
The shameful and dishonest methods used to recruit sailors as practiced by the proprietors of these so-called "rooming houses" finally drew the attention of authorities and in 1899, Congress signed into law a bill outlawing the operating of a "sailor's boarding house." However, it is highly unlikely that local practitioners of the art of shanghaiing gave up their devious and deceptive ways just because a new law was passed in far-off Washington, D.C.

Only one building of Astoria's infamous past remains. The Douglas Hotel on the corner of Ninth and Astor Streets, reportedly has cribs, intact, on the second floor.

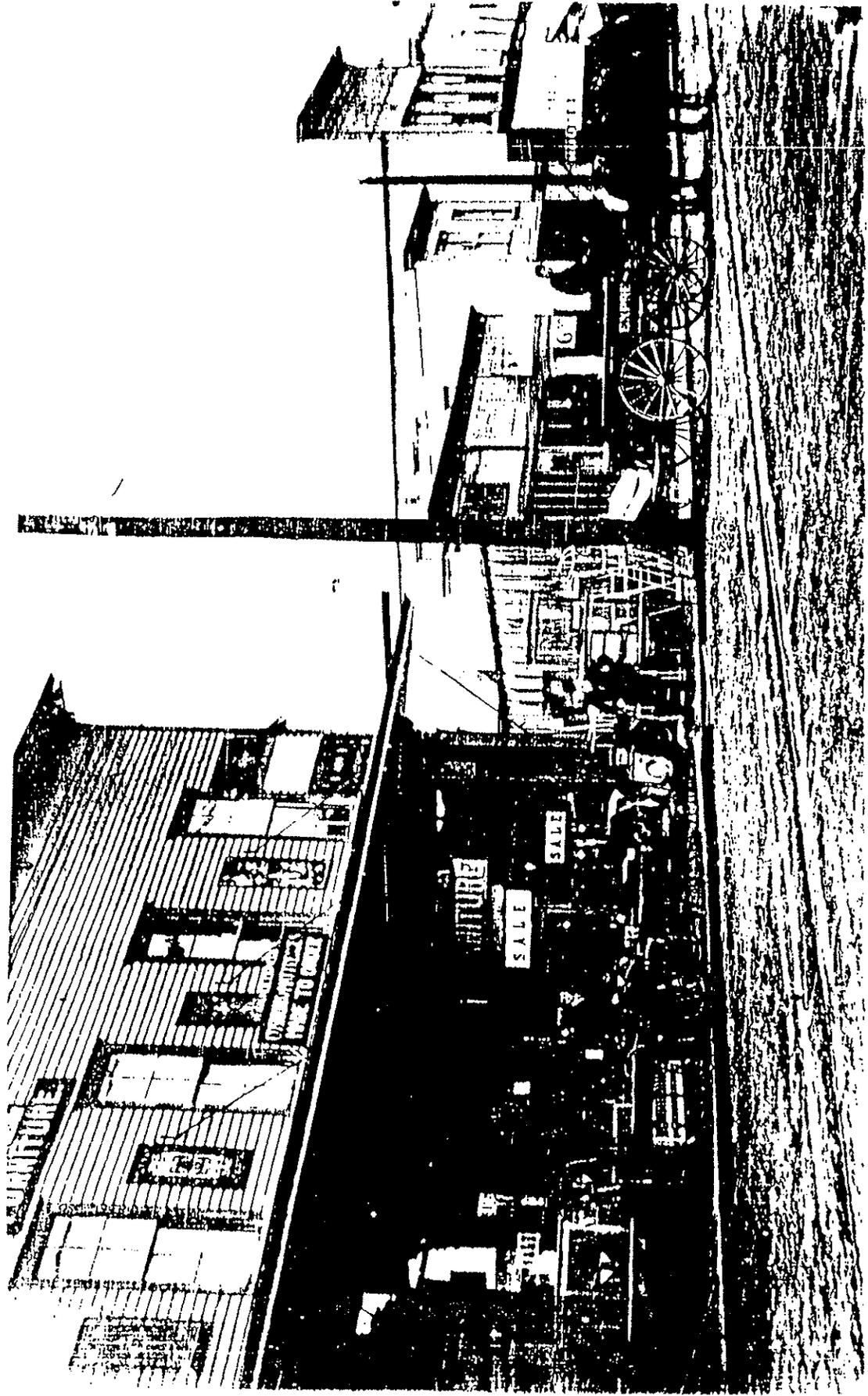
While Astoria's "Swilltown" was becoming famous, the main commercial district was blossoming. A major landowner was Captain George Flavel, a bar pilot and capitalist. The captain is often referred to as the first bar pilot in the area; indeed, he was not. He was the first licensed bar pilot for the Columbia River bar, but Alexander Lattie, the last factor of Fort George, was the first non-native bar pilot. Clatsop Indians would take Lattie out across the bar in a canoe where he would board the awaiting sailing vessel and then guide it across the bar and up the river to Astoria. In any case, it does not reduce the important role Captain Flavel played in the development of downtown Astoria. His downtown real estate holdings included a large wharf and warehouse, extensive property and numerous commercial buildings. He served as a member of the school board and was president of the First National Bank, which was housed in one of Astoria's most elegant masonry buildings. At the time of his death, in July of 1893, his net worth was well over one million dollars. The captain's two great-grandchildren continue to reside in Astoria and own a large portion of the commercial core.

Shortly after the turn of the century, a declining salmon industry weakened Astoria's economy. Life here was described in a letter to the ASTORIA EVENING BUDGET, November 28, 1915:

".....a mass of contradictions; metropolitism and mud, modernism and medievalism, plutocracy and pauperism, polish and paintlessness, magnificent possibilities and absolutely criminal neglect, tasty homes hemmed in by a jumble of shacks which, in most places, would have been eliminated ages ago as fire traps."



Looking west on Commercial, corner of 12th. Photo taken approximately 1915.
Copyright ADDA



Corner of 11th & Marine, looking NE, approximately 1910, on present site of Diviana Building
Courtesy of CCHS

On December 8, 1922, Astoria received another devastating setback. Around 2:30 A.M. a fire, of suspicious origin, began in the basement of Thiel Bros. Restaurant, which was next door to the Bee Hive, a large clothing store on Commercial Street, between Eleventh and Twelfth Streets. It was a disaster which had been forecast for Astoria, but it exceeded even the most dire predictions. The fire raged swiftly through thirty-two city blocks, burning approximately forty acres. There was little to slow the fire, almost everything was made of wood framed construction. The streets were supported on wooden viaducts which allowed the flames to pass quickly through the underground air tunnels and ignite buildings blocks away. Water mains were also wooden and carried water beneath those viaducts. The mains broke, water was wasted and pressure lost. A bucket brigade was formed to douse the flames. In a desperate attempt to block the fire's path, a few of the masonry buildings were dynamited. Interestingly, none of the three churches in the downtown area burned. The wind shifted each time and the buildings remained untouched by flames. Only two lives were lost in the fire. One was Norris Staples, a car salesman, who held the distinction of being the first man to sell a Model-T Ford in Astoria. He died of a heart attack while pushing automobiles out of his sales garage in the hopes of saving them from destruction by the flames. The second man was an unidentified suicide whose body was found hanging beneath a dock. Thirty-three buildings were destroyed; property damage estimates ranged from \$12,000,000 to \$20,000,000.

As, after the 1883 fire, looting was again a post-fire problem. Only this time, instead of a vigilante group being used to curb anarchic behavior, the Oregon National Guard came to the rescue. The ashy desert that once was downtown Astoria was patrolled by the soldiers around the clock. The first edition of the ASTORIA DAILY BUDGET printed after the fire had headlines screaming that undesirables were on their way to the city from Seattle. Roads to and from the city were blocked. Cars exiting were searched and drivers had to show identification. Visitors had to have written permission from their own city halls.

In considering the reconstruction of Astoria, it should be remembered that the Astoria fire left many special problems. The burned area was wholly without streets, gas and water pipes, and wire systems. Therefore, there were two phases of reconstruction - public and private. Before buildings could be rebuilt, streets had to be replaced.

The first step was to widen the old thoroughfares. Property was taken in strips on either side of the street. Rows of piling were driven along the curb lines and concrete walls were built on these. The walls were of the "chair type," being in cross section like the latter "h." The curb was located at the top of the letter, while the lower, wider section gave increased stability and provided a tunnel for water and gas lines in addition to wire systems. A concrete tunnel in the middle of the streets covered trunk sewers.

When these walls were completed, the spaces between them were filled with sand dredge from the river. Heavy concrete pavement was then laid on top. The entire cost of reconstruction of the public property, including clearing of streets, building of walls, filling between walls, paving streets, laying sidewalks, laying sewers and water mains, ornamental street lighting system, fire and police alarm systems and repairing the streets and sidewalks fringing the devastated district was \$763,670.

The resulting Astoria was a modern city, said then, to be the only city of its size in the country with an underground wiring system throughout the business district.

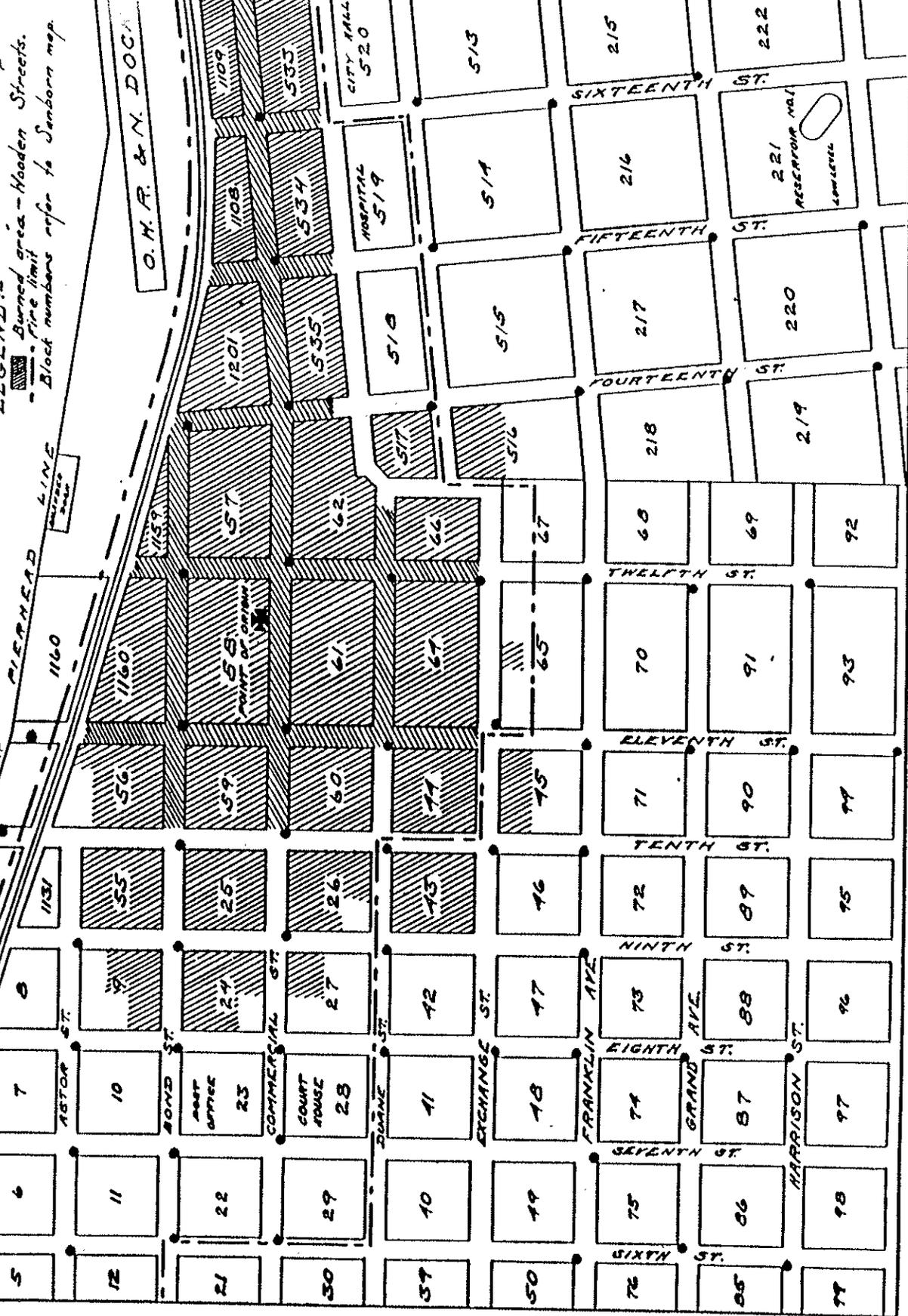
O.A. Kratz became city manager three weeks after the fire. He was given much credit for orchestrating the rehabilitation of Astoria. Assailed bitterly by enemies, almost from the day of taking office, Kratz fought courageously, never tactfully, but strenuously. He was responsible

OREGON INSURANCE RATING BUREAU
PORTLAND OREGON

DIAGRAM OF ASTORIA CONFLAGRATION

DECEMBER 8, 1922
Asst. C. Dunning

LEGEND:-
Burned area - Hadden Streets.
- fire limit
Block numbers refer to Sanborn map.



O.M.F. & N. DOCK

CITY HALL
520

HOSPITAL
519

RESERVOIR NO. 1
LOW LEVEL

COLUMBIA

RIVER PIERHEAD

1160

1131

55

25

26

45

46

72

89

95

7

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23

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73

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96

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86

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1191

1181

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for the administration of physical reconstruction and the planning and carrying out of financial reforms. He undertook and pushed through many necessary improvements, planned many others and blocked unworthy ones. He was city manager in Astoria less than five years before moving to Dubuque, Iowa, to hold a similar position.

R.A. McClanathan, Astoria's city engineer, had charge of the engineering work in connection with the staggering problem of reconstruction, as well as in other, later projects. He was assisted by Ray Farrow as a special reconstruction engineer, who saw the work to completion before moving to Salem, where he became a special bridge engineer.

Of all the property owners who reconstructed their buildings, two names stand out. They are G.W. Sanborn and A.G. Spexarth. More than any other individuals, they participated in the physical reconstruction of the business area. Spexarth erected four new buildings and repaired fire damage done to a fifth. Sanborn built one building covering an entire block; another occupying half block and, still another, covering a quarter of a block.

A group called the "Committee of Ten" took charge of relief work and administered relief funds immediately after the fire. That committee was composed of the following citizens: the Rev. William S. Gilbert, chairman; George W. Sanborn, whose post-fire building operations were larger than those of any other individual; James Bremner, mayor of Astoria at the time of the fire; O.B. Setters, who succeeded Bremner as mayor; C.R. Higgins, president of Astoria National Bank; Frank Patton, president of Astoria Savings Bank; G.C. Fulton, attorney; F.I. Dunbar, former Secretary of State; Frank Parker, of the Bank of Commerce; John Tait, owner of Troy Laundry Company; William F. McGregor, president of First National Bank.

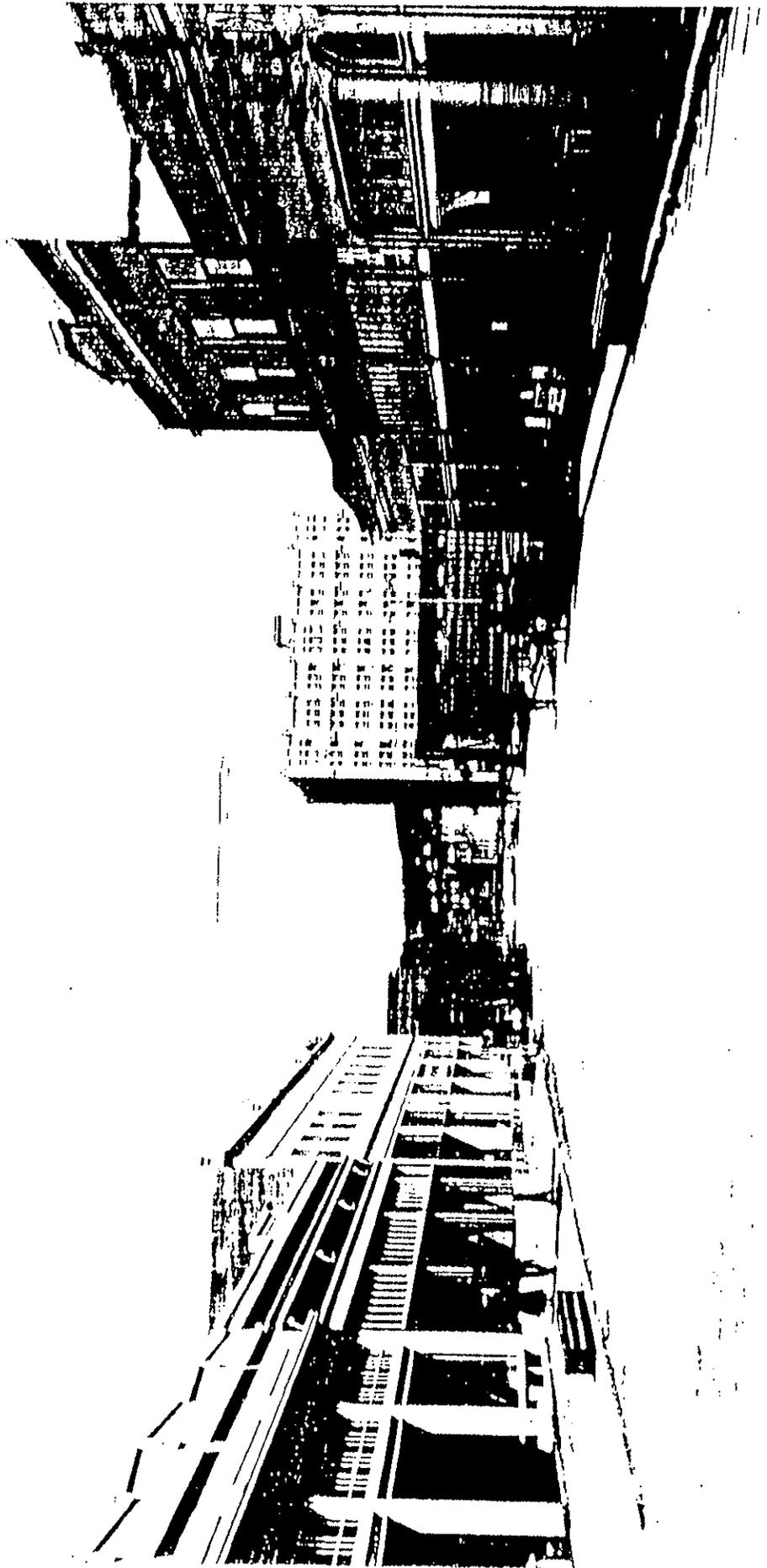
Charles T. Diamond was a prominent architect at the time of the fire. A native of Canada, he designed several distinguished buildings in the business district. Diamond's buildings include the Associated Building, on the NW corner of Twelfth and Commercial; the Independent Order of Odd Fellows lodge, of the SE corner of Tenth and Commercial; and the Benevolent and Protective Order of Elks temple, NW corner of Eleventh and Exchange Streets. He also oversaw the construction of the Hotel Astoria, on the east side of Fourteenth, between Commercial and Duane Streets.

John E. Wicks, undoubtedly, was the most noted architect in Astoria. Although the majority of his structures lie outside the downtown district, he did design the Osburn-O'Brien building, on the west side of Fourteenth, between Commercial and Duane Streets.

John J. Juopo was well-known locally for his fine ornamental painting on the mezzanine of the Hotel Astoria, the meeting hall of the Masonic Temple lodge, the decorative art work in the interior of the Elks lodge and the interior of the Astoria Savings Bank.

Other individuals of prominence included Thaddeus S. Trullinger and John Paul Badollet. Trullinger's family had been in Astoria since 1875. He, his father, and brothers developed the first electric power plant in Astoria. Their sawmill was the first on the Columbia River to use electricity. He was appointed special customs inspector in 1900, and then elected county treasurer in 1924. John Paul Badollet was also a member of an early Astoria family. His father operated the first salmon packing cannery on the Columbia River. In 1907, Badollet formed a partnership with his brother-in-law, Thaddeus Trullinger, to engage in a grocery business. They announced plans to erect a permanent building on the NW corner of Ninth and Commercial Streets, immediately after the fire.

August Hildebrand was a civic leader, historian and journalist. He incorporated Astoria



Looking east on Commercial - corner of 11th - Photo taken 1924

Courtesy: AFMA

Crushed Rock Company in 1903, then Clatsop Savings & Loan in 1919. His business block was designed by Charles T. Diamond in 1923, and has been occupied by Hildebrand Furniture Store ever since.

Charles Walker Halderman, son-in-law to John Hobson, was postmaster from 1921 to 1933, and was instrumental in the building of the new post office. He also collaborated with Marion S. Copeland, owner of the highly-fashionable Bee Hive Department Store, in the construction of the Associated Building.

For, perhaps, the first time, Astoria's eccentric, sometimes shady, always indomitable citizens had to pull together and fight to prevent their city from dying after the fire. The following pages show examples of Astoria's determination to regroup, rebuild and reclaim their rightful place as the leading metropolis on the banks of the "River of the West." This historic context statement ends with a frothy poem of unbridled enthusiasm by Judge James A. Buchanan, author of the Oregon State song and long-time Astorian.

ASTORIA

Though other lands may bloom as fair,
As other lands I roam,
No other city can compare
With that I know as home;
No matter where my lot is cast,
Or what my fate may be,
My heart turns to Astoria,
Astoria by the Sea.

I dream of river, fair and wide,
Of harbor broad and deep,
Where fleets of empire safely ride
And streams of commerce sweep;
And resting calm against the hill,
Thy vision comes to me,
Astoria, the beautiful,
Astoria by the Sea.

And looking forward through the light
And lapse of fleeting years
Another vision on the sight,
As through a mist appears;
A hundred thousand happy homes
Upon thy shores I see,
Oh, wonderful Astoria,
Astoria by the Sea.

A thousand ships thy tribute bring,
And from thy golden strand
A thousand cargoes marshaling
For every sea and land;
Thy parks were wondrous to behold,-
True may the vision be,
Astoria, the beautiful,
Astoria by the Sea.

ASTORIA

ARE WE

BEATEN

NO!

Every one of us must have faith and just know we can do it, and we can!

This is a time when we will all put our backs together and build a real Astoria - one that will live forever - None of us must have a chip on our shoulder but buckle down to do the thing before us and we will do it. Already I am planning a new fire proof

BLUE MOUSE THEATRE

adequate to take care of every photoplay patron's need; one of which Astoria will be proud. We are proud of Astoria's fighting spirit and we will do all humanly possible to merit the same cooperative spirit.

JOHN HARRICK

BLUE MOUSE THEATRE

To the People of Astoria!

I respectfully beg leave to join forces with you for the upbuilding of Greater Astoria. It is my desire that Astoria shall become my permanent residence as well as my business headquarters. The investment of my capital and the capital of my company is now largely in Astoria property. The energies of our entire forces are now directed exclusively upon the development of that property. In allying myself with the business interest of Astoria, I pledge myself to have always, the larger interests of this great Harbor at heart and to work steadily toward making this one of the great metropolitan, seaport cities of the world.

The Future of Astoria

Insofar, as I have talked with different citizens, I find that all of them are well aware of the great future that is rapidly approaching.

Insofar, as I have talked with the people of other States, I know that many moneyed interests have their eyes upon us and are coming here. But it is not money that makes a city great. It is Geography that makes a city great, and all that money can do is to follow Geography.

We have the ocean at our feet, stretching away to the Orient, just opening up. We have beautiful grounds for our homes and our backyard is very large. Indeed, it is the largest backyard possessed by any city in America. It covers some three hundred thousand square miles. It is large enough to plant many things in, and still have plenty of room to hang out our clothes.

But we must tell the world not only about our great backyard—this wonderful Inland Empire, but of all the promise that lies in front of it. For unless we tell ALL the people about what we have, the people will not know. There are only a few thousands of us over here now, but there are NINETY MILLION people to the East of us and HUNDREDS OF MILLIONS in Europe, all seeking a greater outlet in opportunity. It is safe to say that every one of these millions of people would be interested in what we are going to do and in what we are going to become if they only knew about it.

I have tried to start some of this "Telling" going in a little way. All the developments in the Port of Astoria during the past two years, I have gathered together into an eight-page paper which I am sending out to all who are interested.

I should like some of the business interests of this city to come and look over this eight-page paper we are sending out, and to offer criticisms and suggestions wherever possible. It is costing considerable to spread the story of Astoria throughout the United States, and that story should be as perfect as it can be made.

A great deal of other development work is going on by this company, and I should like all of you who are interested, to know about it.

Therefore, if you care to call, I shall be pleased to show you all of the literature we have prepared, and I shall be more than grateful for any suggestion you may offer.

Respectfully yours,

Astoria Harbor Improvement Co.
F. C. HARLEY, President and General Manager.

OFFICE: Ground Floor Northern Hotel Bldg., Corner Plymouth and Duane Streets.

Grand Opening Saturday, August 27, 1914.



The Future New York of the Pacific

Astoria, the Columbia River gateway seaport, is the nearest and most economic route to the Pacific, the Orient, South America and Europe.

The future of Astoria, unless the law of gravity ceases to govern the forces of the earth, and it be cheaper to send commerce up hill than down, . . . the largest city on the Pacific Coast will ultimately be right here at the mouth of this mighty river of the West. . . .

GOD'S HIGHWAY TO THE SEA

At the Mouth of the Columbia River Another Great City is Rising

GREAT CITIES *are at Great Harbors, at the mouths of Great Rivers. The better the Harbor, the greater the City.*

COMMERCE *always, finally, must take the easiest grades, to the cheapest ports, into the biggest ships.*

IN *the present gigantic war in growth of cities, economy and dispatch in business transportation are the implements of success.*

ASTORIA, *Gateway City of Oregon and the Pacific Northwest, has these implements.*

ASTORIA *is the only first class, fresh water, ocean-side Harbor on the Pacific Coast.*

ASTORIA *is the first Port of Call from the Sea, in the great Columbia Harbor—at the mouth of the Columbia River, draining an area of over 300,000 square miles of the richest, productive trade territory west of the Rocky Mountains.*

ASTORIA *is the only Northwest Pacific Coast port located at the foot of a down-grade water-level haul from the Rocky Mountains . . . DOWN GRADE FROM EVERYWHERE.*

[[FOR DETAILED INFORMATION, ADDRESS]]
[[COLUMBIA HARBOR DEVELOPMENT CO.]]

SECTION II: IDENTIFICATION

The following section identifies character defining features of resource types.

Previous Surveys

Garry Papers, project manager of Historic Dimensions, Incorporated, conducted a cultural resource project for the city of Astoria in 1985. He identified broad regional issues and historical trends of the city proper. He also conducted a windshield survey. His maps and research serve as a resource for this survey.

Resource Types

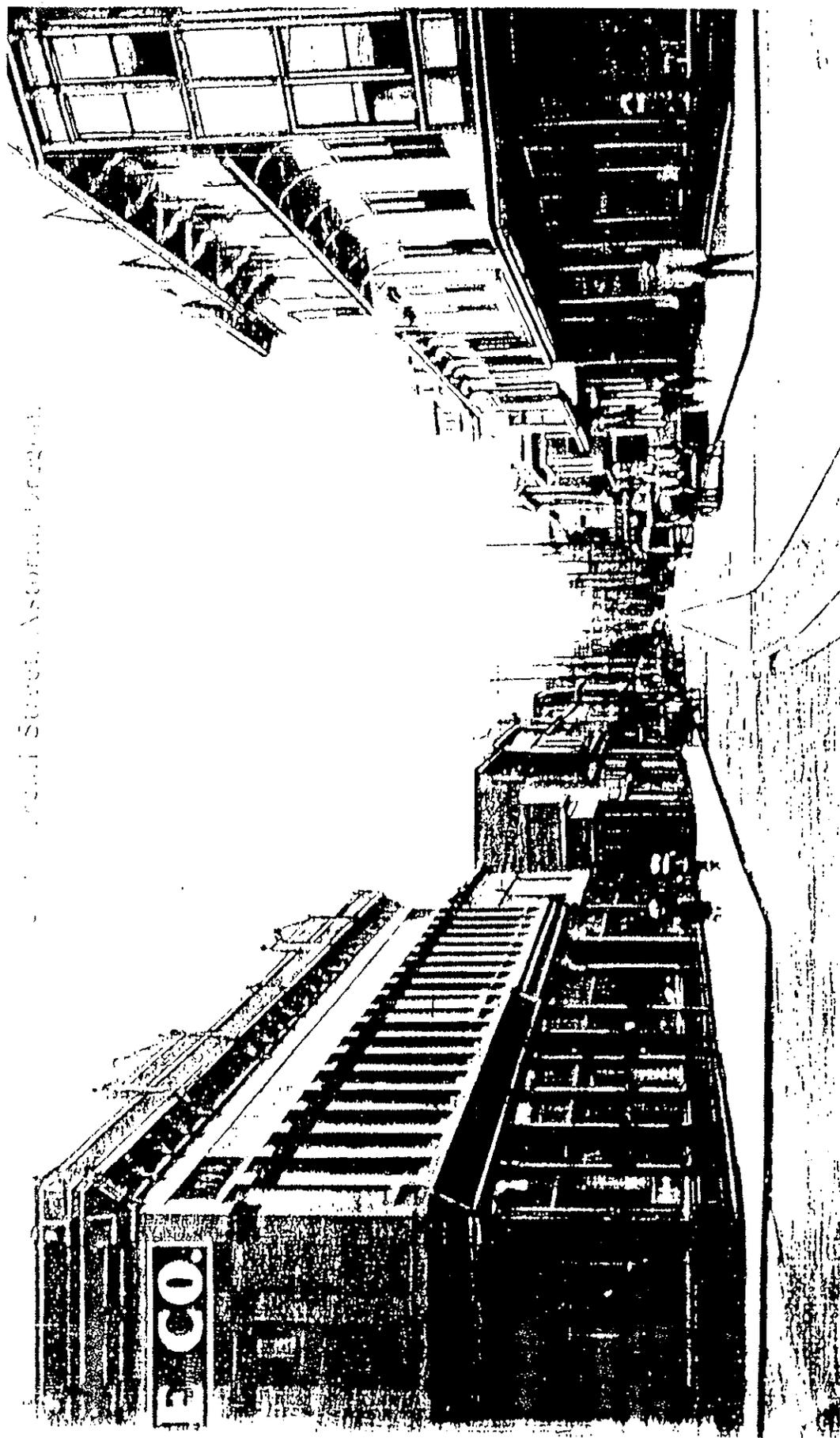
The following is a discussion of the characteristics of resource types within appropriate Broad Theme Categories. The range of property types within each resource type are discussed briefly. Appendix A presents the distribution of extant properties in the project area within significant chronological periods.

Commerce and Urban Development

This property type includes buildings associated with the sale and storage of a wide variety of products, in addition to providing housing and human services. The majority of properties are of masonry construction, either brick or concrete. All extant examples were built after 1900. Most commercial buildings lie in a north-south direction and are situated between Marine Drive to the North and Exchange Street to the south. Between Eighth Street to the west and Fifteenth Street to the east. They are constructed on concrete piers and bearing walls over former tidelands. None of the wooden streets in use before the fire remain. Thoroughfares have been partially filled with sand, retained by chain wall construction and covered by asphalt.

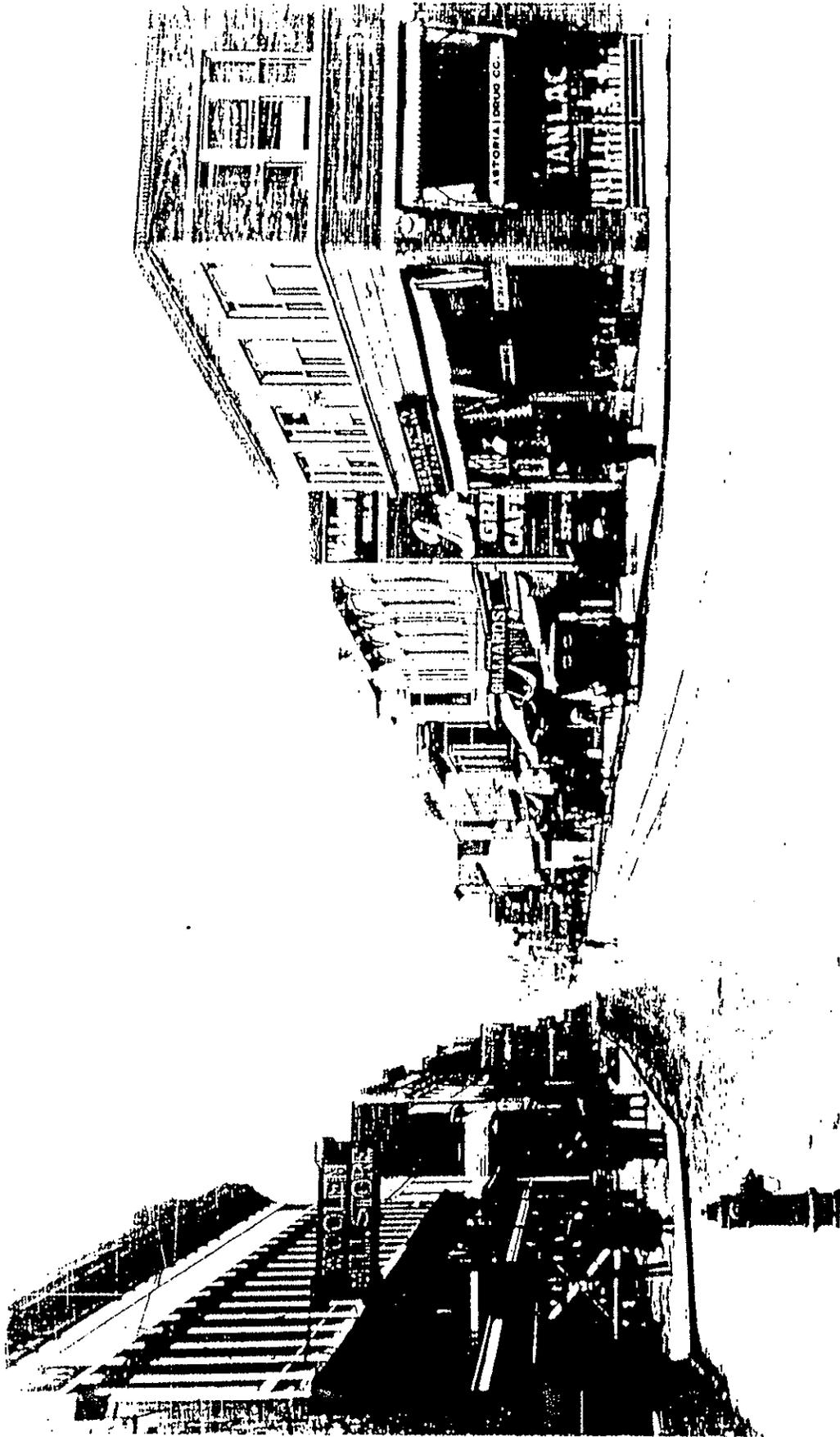
Commercial buildings before 1922 were, in overall design, similar to those built after the fire - rectangular in plan, oriented to the front, sometimes shared side walls, the first floor devoted to commercial space, and the upper level (if there was one) was used for apartments.

When the commercial district was rebuilt, most building exteriors looked forward rather than to the past. Both building form and ornamentation were streamlined. Gable roofs were a thing of the past, but parapet walls stayed in favor. Bracketed eaves and dentil cornices disappeared in favor of equally heavy, but unbroken, cornices supported by mere pilasters. Second story, double hung windows all conformed to one over one sash while four over four was quite common before the fire. Some earlier buildings used second and third story bay windows; now, all facades are flat. Commercial buildings are now typically single story, rather than two story. Many have fifteen foot ceilings and most have one to three skylights. While certainly reserved for only special buildings, such as saloons or first class hotels, street level cast iron columns and leaded stained glass transoms also vanished. Signs mounted on wooden marquees and painted canvas awnings remain popular, however. New structures are almost devoid of detail on street level. Instead, large plate glass windows are framed in simple wood or narrow metal frames. Entries are usually recessed. Bays are generally divided by stuccoed concrete pilasters with brick veneer. Transoms are framed in wood, sometimes multiple paned, but always with clear glass. The plate glass windows are framed in either a simple wood or narrow metal frames. Entries are often recessed. Kick plates are either wood paneled or masonry with stucco or ceramic tile. The floor of recessed entries is perhaps the only place where detail can be found. Hexagonal or circular ceramic tile with border detail grace many foyers in downtown Astoria. And, finally, earlier buildings often used horizontal tongue and groove

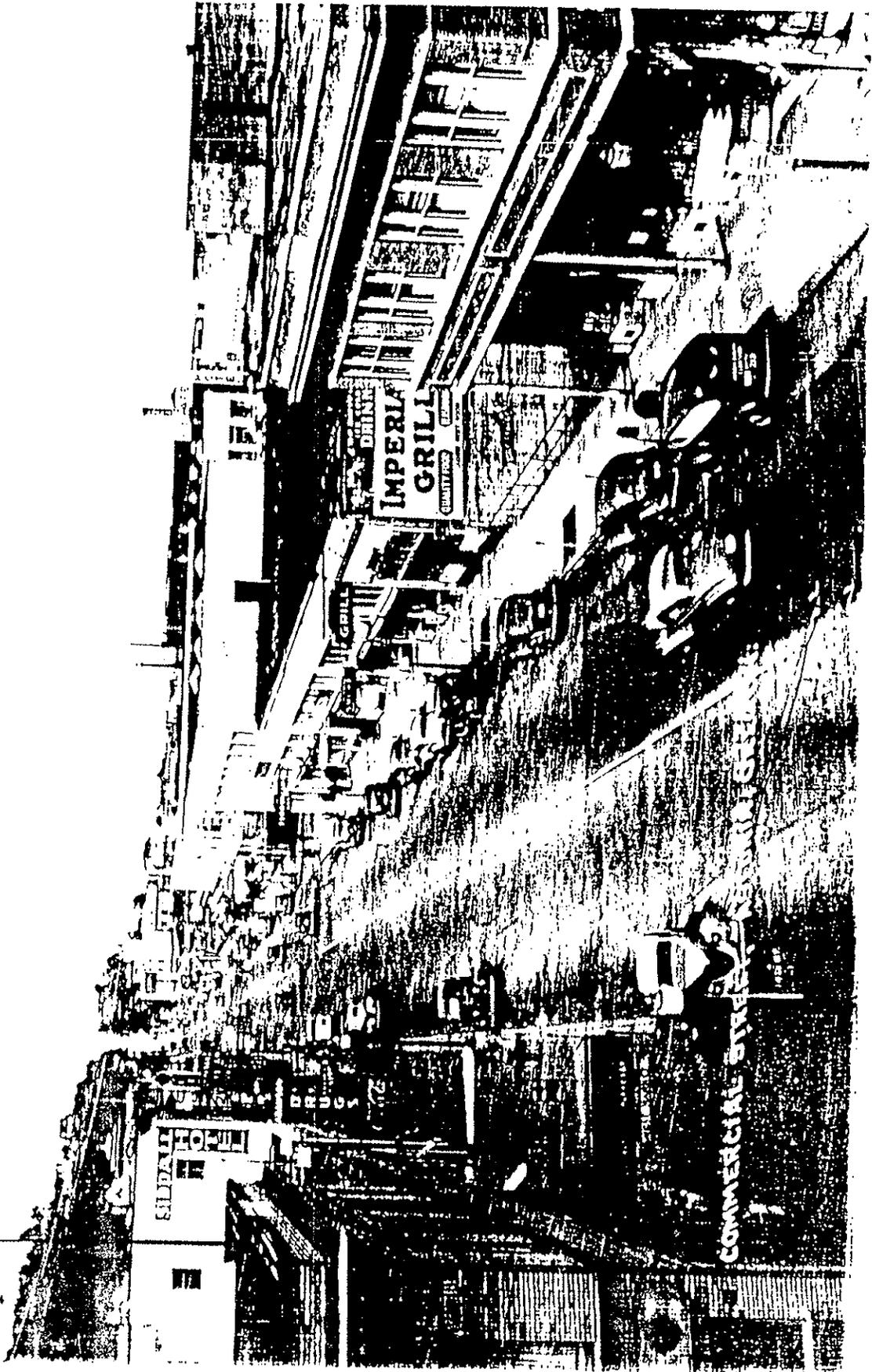


14th Street, Astoria, Oregon

Looking west on Commerical, corner of 14th. Photo taken approx. 1900.
Courtesy of OHSU



Looking west on Commercial, corner of 14th. Photo taken approximately 1920.



Looking west on Commercial, corner of 14th. Photo taken approximately 1940.
Courtesy of ADDA.

siding on the front while the back and side elevations were covered in clapboard. Likewise, later buildings use stucco, either smooth or textured, or a brick veneer on the street elevations while those behind or to the side are often unfinished concrete.

From this standard building facade, commercial structures fall into two basic styles - Half Modern or Modernistic.

HALF MODERN. More modern than historic, historic details are applied to modern structures. This style is often used on theaters, churches, hotels or government buildings. A few commercial buildings use it as well. Essentially this style lifts elements from a historical period of architecture and applies them to modern structures. The Associated building, located on the NW corner of Twelfth and Commercial Streets, is a fine example. Its pilasters have rosettes incised in them, second story windows have an almost oriental detailing above and urns stand to the side of a parapet wall. The building's form, however, is quite modern, nearly modernistic with a smooth wall surface and rounded building corner.

MODERNISTIC. Also known as Art Moderne, this style has a horizontal band of windows, soft rounded corners, and a smooth wall finish without surface ornamentation. All features are streamlined. Curved window glass may wrap around corners. Aluminum and stainless steel are often used for door and window trim. The Klep building on the SW corner of Twelfth and Commercial Street, exemplifies this style.

Prior to 1922, there were only twelve commercial buildings of masonry construction. Four of those structures are extant today. They are: Spaxarth Building, on the NE corner of Eighth and Commercial; Arcade Building, on the east side of Fourteenth, between Duane and Exchange; Andrew Young Building, on the NW corner of Fourteenth and Commercial; the shell of the Miller-Jeffers Building on west side of Fourteenth, between Duane and Exchange.

Urban Development

Two prominent resource types within the downtown district are banks and residential hotels. They are in Historic Period or Half Modern style.

HISTORIC PERIOD. This is a much more literal use of historic modes than the Half Modern building. Buildings were designed with modern building materials in various historical styles to suit the individual tastes of the client.

Gothic. These buildings have flat roofs with projecting towers, spires or pinnacles. Verticality was strongly emphasized. Both pointed-arched and flat top windows are used. Gothic trim such as quatrefoil arches, hood moldings and battlements are common.

The Hotel Astoria, on the east side on Fourteenth, between Commercial and Duane Streets, is of this type. Gothic detailing is concentrated on the first two floors and top level of this eight-story, reinforced concrete structure. Spires were remounted above the cornice when the building was renovated several years ago.

American Renaissance. Characteristics include a flat roof with decorative parapets or balustrade, rectangular windows with keystones, and overall monumentality. Their concrete forms were clad in smooth-dressed stone, marble or brick. The buildings are often archaeological imitations of Greek and Roman architecture.

The two examples found were originally banks and are highly imitative of Greek arch-



ASSOCIATED BUILDING
1198 COMMERCIAL



ANDREW YOUNG BUILDING
1380 COMMERCIAL

itecture. One is the Astoria National Bank building on the SE corner of Twelfth and Duane Streets, and the other is the Astoria Savings Bank building, now serving as Astoria's city hall, located on the SW corner of Eleventh and Duane Streets. Each building has massive columns on either side of its front entry, with a large frieze and heavy cornice above. The United States National Bank building is of white ceramic brick, while the Astoria Savings Bank building is wrapped in terra cotta.

HALF MODERN. The Smith building at 1263 Commercial, has commercial space below and three levels of residential hotel space above. The brick faced reinforced concrete structure has a terra cotta cornice with Gothic detailing.

Transportation and Communication

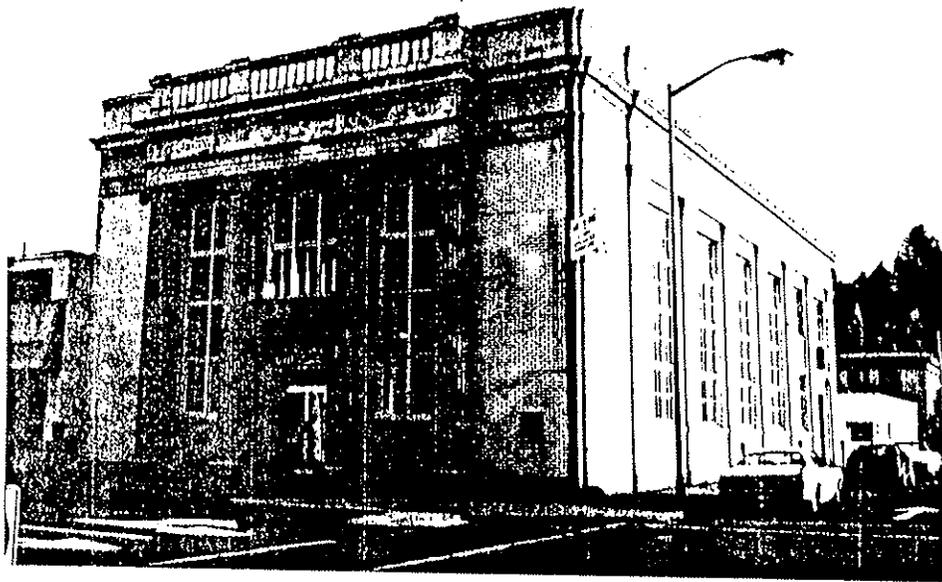
The Pacific Telephone Company at 1132 Exchange, is the only building of this type in this survey area old enough to qualify as a possible historic resource. Built in 1910, this Half Modern building survived the 1922 fire.

Industry and Manufacturing

This property type includes buildings associated with the storage, processing, shipment and sale of numerous products. This type could be broken down into two broad categories; one built out over the water and the other built on dry land.

Those built over the water are located north of Water Street, between 5th and 17th Streets. They were built specifically for waterfront use, and functioned as canneries, net drying or storage facilities. They are always unattached and are connected only by adjoining piers. Unless they are part of a cluster, such as the Knappton Towboat buildings, the buildings stand parallel to, and on the edge of, the shoreline. Buildings then are approached by Water Street on the south and the river from the north. Their form and construction has changed little during the life of Astoria's business district. They are built upon wood pilings and use post and beam construction for their structural frame. An open plan insures maximum flexibility of the building's interior. Both shed and gable roofs are common; they are often supported by wooden truss and have overhanging eaves. Their roofs were either covered by wood shingle or rolled paper. Corrugated iron roofs appeared later, most likely after the secondary period. The exterior walls are usually wrapped in horizontal wooden channel board, or vertical board and batten. Again, corrugated iron siding did not appear until later. The typically flat facades were punctuated with repetitive wood framed, four over four, double hung windows like the M.J. Kinney Cannery.

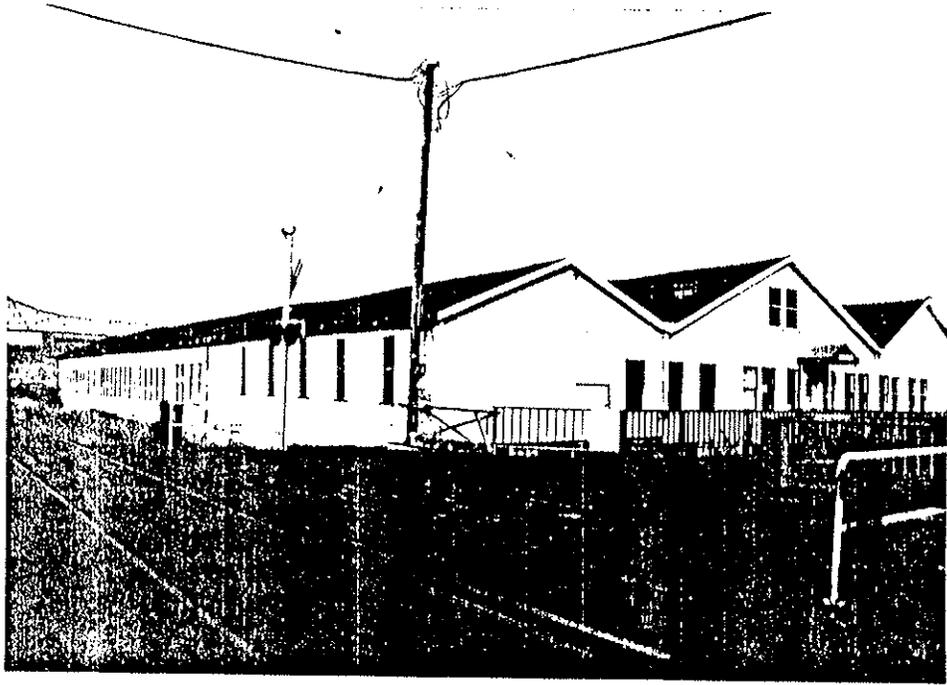
Those industrial structures built over dry land are generally on the fringes of the central business district. Most are found on Astor Street from 7th to 9th; on Bond Street from 5th to 7th; on Marine Drive from 5th to 15th. Two notable exceptions are the Darigold building and the Lower Columbia Co-op Dairy building, both on the corner of 9th and Duane Street. All extant buildings of this type were built after the fire, many were built toward the end of the secondary period and some were built later. These rectangular, flat-roofed, reinforced concrete structures look like little more than glorified garages. Large bi-folding or multi-paneled roll up doors with multiple lights, often dominate the front elevation. A smaller, swinging door sometimes accommodates an office to the side. If more office space is required, a second floor is provided, while the first floor functions as a manufacturing space. The street facades are finished in rough or smooth stucco. Second story windows are wood framed, one over one, double hung. The roof cornice is near flush with the wall. Like their commercial contemporaries, the industrial buildings were restrained in their conscious use of style. Two buildings, the Astoria Bottling Works and the Maki Building, stand out as exceptions. Both are of Art Moderne design and were built toward the end of the secondary period.



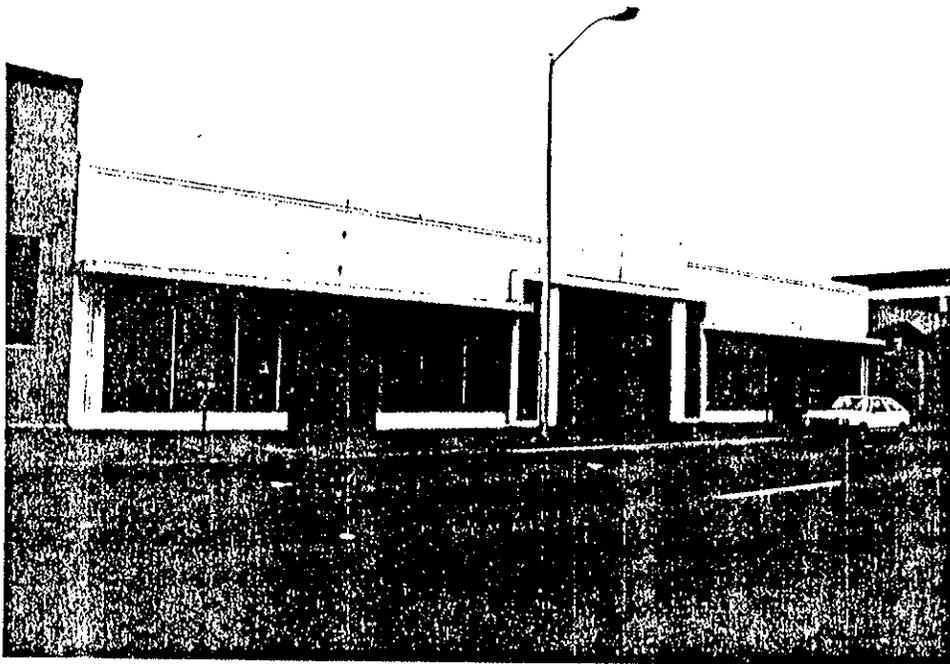
ASTORIA NATIONAL BANK
1215 DUANE



SMITH BUILDING
1263 COMMERCIAL



M.J. KINNEY CANNERY
1 SIXTH STREET



CITY TRANSFER & STORAGE
1152 MARINE DRIVE

Government

This property type includes the post office, the county courthouse, a vacant county jail and a former city hall. All but the post office pre-date the fire. Each structure is based on classical imagery and all buildings sit on a heavy stone or masonry base. With the exception of the old city hall, all are built of masonry. The city hall is constructed entirely of wood framing above its stone foundation. In typical neo-classic, American Renaissance fashion, all buildings are symmetrical and cubic in form; their facades are divided into bays by pilasters which are almost fluted. They have vertical hooded windows, a central entry with a portico, grand stairs and a lavish frieze and cornice with prominent brackets and dentils. Only the old city hall has a prominent roof line. The post office tends to pull its roof back from the street, while the courthouse and jail are flat.

Culture and Architecture

Far too varied to generalize, this property type usually reflects popular architectural styles at the time of its construction. Instead of listing by function, it is easier to list by style and to describe those extant buildings which fall into each category.

VERNACULAR. Many of the first "permanent" homes constructed by early settlers defy all attempts at stylistic definition, as they were adapted from regional styles of the east coast or America's middle west, or perhaps from western Europe, Scandinavia or Asia, or followed a strictly functional formula. The streets were once filled with this type: nailed wood construction, steep gable roof, one to one-and-a-half stories high, flat unadorned front with a narrow porch, and a one-story kitchen wing attached to the back of the house. Few homes, such as the Farrell house, built circa 1860, remain in the district. It is the oldest building in downtown Astoria and has undergone extensive remodeling and extension since it was first built, but most changes occurred before 1920. The remodeling included additions to the back, replacement of windows, reduction of the front porch, and the placement of wood shingles over shiplap siding.

GOTHIC REVIVAL. Once a very popular style from the 1870's through the early 1880's, it is now rare to find a standing example in Astoria. They were noted for their steep gable roofs, tall chimneys, long wooden four over four double hung windows, symmetrical facades three to five bays across, and either sweeping shed roofed porches or a small gable above the front door. These vertical buildings were of nailed wood frames and one-and-a-half to two stories tall. Some were T-shaped in plan, with the kitchen wing on the back. Only one example can be found in the survey area. It is the George Noland house at 1534 Exchange Street. Originally sited at the front of the lot, it was moved in 1923 to its present location in order to make room for the Taylor home (now the Chalet Apartments). The Taylor home was displaced by the Masonic Temple on the NW corner of 16th and Franklin Streets. Both the Noland house and the Taylor house were raised. A steel walkway has connected the two buildings since the 1920's. With the exception of the walkway, the Gothic structure is virtually intact.

LATE VICTORIAN. There are two styles within the survey area. They are Queen Anne and Stick/Eastlake. All Late Victorian buildings are to be found on the south side of Exchange, between Fourteenth and Sixteenth Streets.

Queen Anne. The Queen Anne home is known for its colliding roof forms and multiple wall textures. Its hip and gable roofs join at the most unexpected junctures, creating asymmetrical forms below. A projecting bay here, a porch there, the one-and-a-half to two story building all seems to work into an exuberant visual display. A single wall surface might boast horizontal shiplap, wood panels and patterned shingles. Most windows are wooden one over one double



FERDINAND FERRELL HOUSE
1411 EXCHANGE



GEORGE NOLAND HOUSE
1543 EXCHANGE

hung, but are found in a host of sizes. Half-circular windows are not uncommon in roof gables. Other decorative elements might include roof brackets beneath both porch and house roof, and sunbursts on both gable ends and spindlework around the entire porch area. Queen Annes are also widely associated with bay turrets, usually located on one corner of the building, therefore reinforcing the asymmetry of the building form.

The Devlin house at 1585 Exchange, is two stories in height, sports a bay turret, decorative wood panels and two half-circular windows, one in a gable end and the other in a dormer. The spindle work around the porch is of the Eastlake style. The exterior is in excellent condition.

At 1445 Exchange, is the Thaddeus Trullinger house, now home to KMUN radio station. This Queen Anne cottage is much less imposing than the Devlin house. It is also in excellent condition and still retains its sunburst spindled gable ends, scalloped shingles and most of the spindlework around the front porch.

Stick/Eastlake. It differs primarily from Queen Anne in that it is more vertical, has a steeper roof, and attempts to be honest in showing its unseen structural frame. Boards are placed over its siding at appropriate vertical, horizontal, and diagonal angles. The Eastlake influence occurs on porch posts, railings and balusters. They are generally large and robust in quality and give the appearance of the large-legged furniture of the era.

At 1534 Exchange, is the Col. J. Taylor house. As mentioned earlier, it was moved to this site in 1922 and attached to the Noland house behind. A third floor was added and the insides removed when it was converted into the Chalet Apartments that same year. The first two floors are intact and represent pure Stick.

The Jay Tuttle house at 1459 Exchange, is more Eastlake in nature. Both saw-tooth patterns and vertical stick work is evident in the upper half of the facade. While the building is in good condition, it lost a good deal of original fabric when the front porch was enclosed.

HISTORIC PERIOD. At least three styles are represented in the downtown district. They are: American Renaissance, Mediterranean and Italian.

American Renaissance. The district contains two structures built as fraternal lodges: the B.P.O.E. Lodge # 180 at 453 Eleventh Street, and the Orange Temple, now the American Legion, at 1132 Exchange. Both were designed for commercial space on the ground floor, while lodge activities took place on the upper levels. Both were constructed shortly after the 1922 fire with reinforced concrete. The Elks building has a brick veneer and uses extensive terra cotta and pressed tin detailing. It is in very good condition and has had little exterior change. The Orange Temple is mentioned here only as the most devastated building in the downtown area as it bears absolutely no resemblance to the original structure. Having been subjected to extensive remodeling, not one whit of its architectural detailing remains.

Mediterranean. These buildings are identified by arched window and door openings, loggias or arcades, smooth or textured stucco wall surfaces and ornamentation inspired by Spanish or Mexican Baroque.

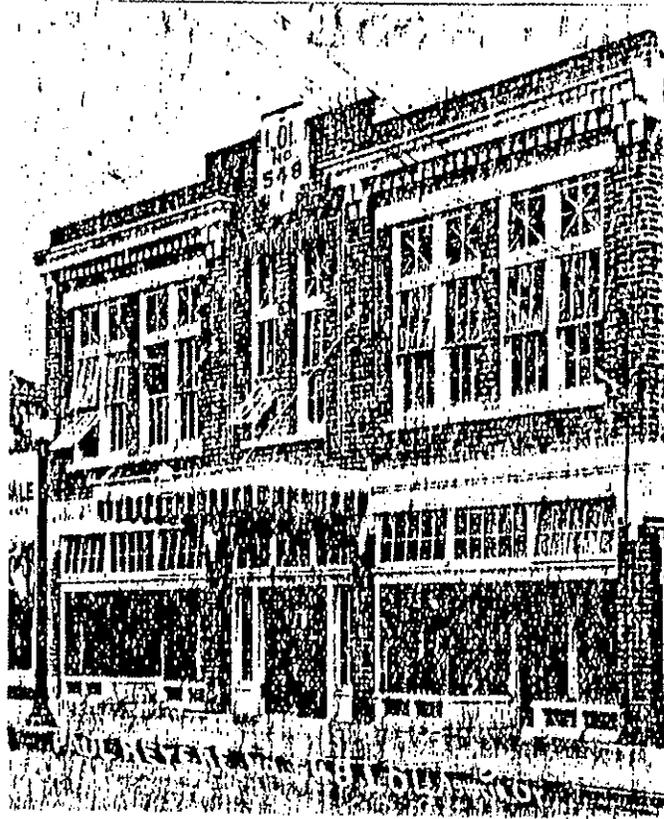
Two motion picture theaters are in the district: the Columbian Theater in the Riviera Building at 1102 Marine Drive, and the Liberty Theater in the Astor Building at 1203 Commercial. Both theaters are entered from the corner while surrounding space is used for commercial purposes. Again, both were constructed after the fire and are built of reinforced con-



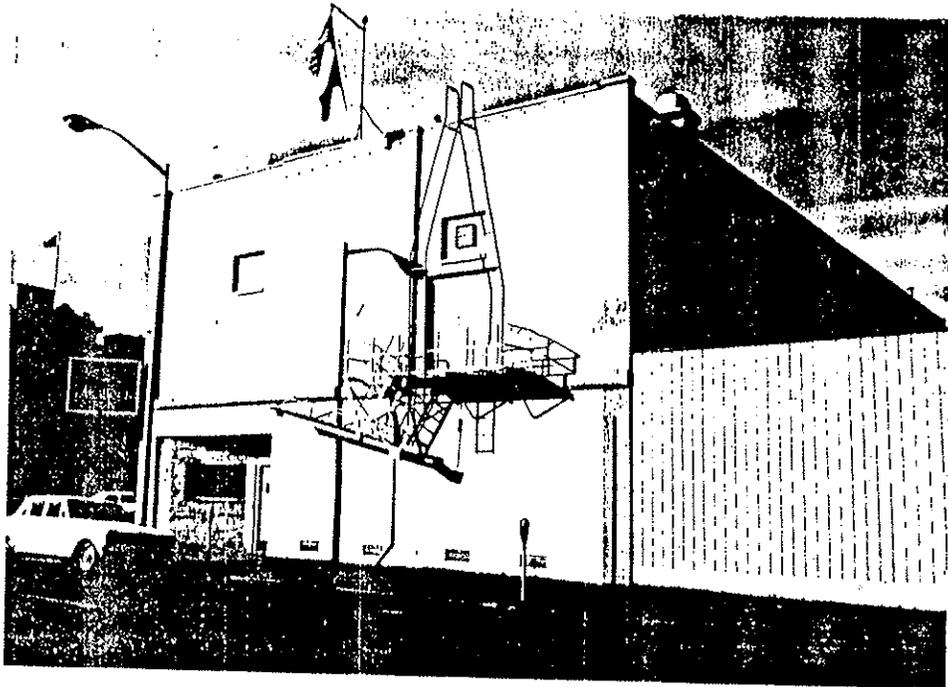
THADDEUS TRULLINGER HOUSE
1445 EXCHANGE



COL. J. TAYLOR HOUSE
1534 EXCHANGE



LOYAL ORDER OF ORANGE TEMPLE
1132 EXCHANGE
1925



1132 EXCHANGE
1990

crete. The single story Riviera Building is noted for its crenulated parapet, round ceramic roof tiles and arched openings. It is in good condition. The two-story Astor Building is covered in stucco and noted for a colonnade wrapping around street level shops, and the grand theater entry, which drips in both Spanish and Italian motifs made of stucco.

Italian. Less ornate than buildings in the American Renaissance, they often have embellished cornices, simple rectangular volumes, arched windows, quoins, keystones, beltcourses, pilasters and columns.

The Independent Order of Odd Fellows lodge at 1001 Commercial Street, again places commercial spaces on ground level and lodge activities above. It uses arched windows with keystones, beltcourses, and an embellished cornice. It is in fair condition. The cornice is crumbling, two columns at the entry have been removed and a non-historic canopy dominates the northwest corner.

SECTION III: EVALUATION

Evaluation is the process by which identified property types are compared to their character defining components and ranked according to integrity and condition criteria. Evaluation criteria is derived from National Register standards, the "best to minimum" exempla model, and associative cultural value. The evaluation process is extremely important for the development of treatment strategies.

Historic Integrity of Resource Types

The integrity of each building is evaluated on the basis of the character defining features described in the "Identification Resource Type" section. As an example, if a Queen Anne home were being assessed, the integrity of its wall textures, eave brackets, spindlework, etc., would be scrutinized. The following five point rating system is used to evaluate a building's level of integrity:

- 5) Intact
- 4) Slightly Altered
- 3) Very Altered
- 2) Few Remaining Features
- 1) No Remaining Features

Quickly, if a structure is essentially as constructed or fabricated in its original setting, and it demonstrates original workmanship, materials and character, it would be deemed intact. If slightly altered, the building has minor, appropriate, or easily reversible alterations to its original condition, the original historic character is still clearly communicated. A certain measure of alteration is allowable under this category. Using the Queen Anne house as an example, most stylistic characteristics (porches, bays, decorative trim) should be present. Siding materials should be intact and wall openings retained with limited modification. An acceptable level of modification might be a window enlargement, providing it is compatible with the Queen Anne style; installation of a picture window would be unacceptable.

If a building has inappropriate and/or non-reversible modifications which substantially obscure its historic character, then it would be judged very altered. The final two levels of integrity, "few remaining features" and "no remaining features" are self explanatory.

The historic integrity of any given resource is always determined in relation to its period of significance. That period may vary within a district from one building type to another, and from one building to another. Most commercial buildings within the downtown district have a period of significance between 1923 and 1939. An alteration to a commercial building during this time period may be considered an appropriate modification. A Gothic house would probably have a period of significance between 1883 and 1922. Modifications during that time period would probably be deemed appropriate. If, however, modifications were done prior to 1939, and those modifications were done by a prominent architect such as John E. Wicks, the building might assume a new period of significance or level of integrity to reflect those changes.

The present structural status of a building is also evaluated and is based on the following rating system:

Good: Roof, exterior siding, windows, doors and foundation intact.

Fair: One or two of the above are in need of repair, but structural integrity is still maintained.

Poor: The structural integrity of the building is breached.

When determining the condition of a building, consideration of whether its inherent characteristics and/or siting contributes to, or detracts from, its physical preservation is essential. For instance, nailed wood framed buildings on the waterfront are more prone to deterioration than reinforced concrete structures on Commercial Street. When considering treatment activities, i.e., preservation plans, the social or economic value of a building is weighed. Social or economic value might prevent the deterioration or demolition of an old hotel, but not of an equally old car garage.

Historic Significance

The National Register of Historic Places, established in 1935, was designed to be an authoritative guide for identifying historic resources of local, state and national significance. The National Register criteria, to be used in this survey for evaluating historical significance, are as follows:

The quality of significance on American history, architecture, archaeology and culture is present in 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.

These criteria function as a way to establish a distinct period of significance for each resource considered. If, for instance, a building is deemed significant because of its association with the lives of prominent people, the building's period of significance reflects that time of occupancy. A business owned by three generations of one family, such as Gimra's Shoe Store, 239 Fourteenth Street, would have a period of significance much longer than other businesses.

Historic Classification

The following classifications will be used to define the compatibility of both new and historic structures within Astoria's downtown. These definitions are in accordance with Astoria's historic properties ordinance.

- Primary.** Dating from the primary period of development within the district. Buildings within Astoria's downtown built between 1883-1922 could qualify.
- Secondary.** Dating from a subsequent phase of development in the district's historic period of significance. Buildings constructed within Astoria's downtown between 1923-1940 could qualify.
- Historic Non-Contributing.** Property dates from the district's historic period of significance but has been altered or remodeled in such a way it does not convey the historic period at present. The alterations of buildings in this classification are not deemed irreversible, and if restored, these buildings may qualify for reclassification as primary or secondary.

Compatible. Property is compatible with the building traditions of the district but post dates the historic period of significance.

Non-Compatible. Property is either so substantially altered that its historic character is irretrievable or is of non-historic construction that does not conform in scale, materials, or siting to the building traditions of the district.

Vacant. Parcel is unimproved. Vacant parcels are of neutral rank: are neither contributing or non-contributing.

Registration

The following is a listing of all the local landmarks within the boundaries of the historic context study. Of the Sixty-two sites on the local registry, fifteen fall within the study area. Of those, eight sites are listed on the National Register of Historic Places and one is pending. Those sites on the National Register are noted by an asterisk (*). The sites are listed by their related study units.

Settlement

*Fort Astoria Park, 1811, 1956
1467 Exchange

Tidal Rock
1473 Commercial

Transportation and Communication

Standard Oil Company Office, circa 1910
10 Fifth Street

Commerce and Urban Development

Spexarth Building, 1910
818 Commercial

Hotel Astoria, 1924
1401 Commercial

Astoria Savings Bank, 1924
1095 Duane

Industry and Manufacturing

*Marshall J. Kinney Cannery, 1879, 1895
1 Sixth Street

Columbia River Packers' Association, circa 1900
Bumble Bee Main Office
10 Sixth Street

Government

*Clatsop County Jail, 1914
732 Duane

*Clatsop County Courthouse, 1908
749 Commercial

*United States Post Office and Customs House, 1931
750 Commercial

*Astoria City Hall, 1905
1618 Exchange

Culture and Architecture

*Astor Building
1203 Commercial

Young Men's Christian Association
514 Twelfth Street

*Benevolent and Protective Order of Elks, Lodge #180
453 Eleventh Street

PERIODS OF SIGNIFICANCE

	1811-1883	1883-1922	1922-1940	1990
ARMORY		X	X	
AUTOMOBILE/AGENCY		X	X	X
AUTOMOBILE/GARAGE		X	X	X
AUTOMOBILE/SUPPLY		X	X	X
BAKERY		X	X	X
BANK		X	X	X
BARBER SHOP	X	X	X	X
BATH HOUSE		X		
BEAUTY SHOP	X	X	X	X
BEER DEPOT				
BILLIARD PARLOR	X	X	X	
BLACKSMITH SHOP	X	X		
BOOKSTORE	X	X	X	X
BOTTLING WORKS		X	X	
BOWLING ALLEY		X	X	X
BREWERY	X			
BRICK FACTORY	X			
BROTHEL	X	X		
BUILDING SUPPLY		X	X	
BUS STATION			X	X
CANNERY	X	X		
CHURCH	X	X	X	X
CIGAR FACTORY		X	X	
CLINIC				X
CLUB/ATHLETIC		X	X	
CLUB/SOCIAL		X	X	
COAL DEALER	X			
COLD STORAGE PLANT		X		
COLLEGE/BUSINESS		X	X	
CONFECTIONERY	X	X	X	X
CREAMERY			X	
DYERS & CLEANERS		X	X	X
ELECTRICAL SUPPLY		X	X	
FERRY COMPANY		X		
FIREHOUSE	X	X		
FLORIST		X	X	
FORT	X			
FRATERNAL LODGE	X	X	X	X
FUNERAL HOME	X	X		
GAS COMPANY		X	X	X
GAS STATION		X	X	X
GOVERNMENT/CITY HALL		X	X	X
GOVERNMENT/COURTHOUSE	X	X	X	X
GOVERNMENT/CUSTOMS		X	X	X
GOVERNMENT/POST OFFICE	X	X	X	X
GOVERNMENT/STATE OFFICES			X	X
HALLS/DANCE	X	X		
HALLS/MEETING	X	X		

	1811-1883	1833-1922	1922-1940	1990
HOMESTEAD	X			
HOSPITAL	X	X	X	
HOTEL				
HUDSON'S BAY COMPANY	X			
JAIL	X	X	X	
JUNK DEALER		X	X	
LAUNDRY	X	X	X	X
LIBRARY		X	X	X
LIVERY STABLE	X	X		
MACHINE SHOP	X	X	X	
MARINE SUPPLY	X	X	X	
MARKET/FISH	X	X	X	
MARKET/MEAT	X	X	X	
MARKET/POULTRY	X	X		
MILL/LUMBER	X	X		
MILLINERY	X	X	X	
MONUMENT				X
MUSEUM				X
MUSIC STUDIO			X	
NEWSSTAND	X	X	X	X
OFFICE/ABSTRACT & TITLE		X	X	X
OFFICE/ACCOUNTANT		X	X	X
OFFICE/BAR PILOTS	X	X	X	X
OFFICE/DENTAL	X	X	X	X
OFFICE/INSURANCE	X	X	X	X
OFFICE/LAW	X	X	X	X
OFFICE/MEDICAL	X	X	X	X
OFFICE/NEWSPAPER	X	X	X	X
OFFICE/REAL ESTATE	X	X	X	X
OFFICE/RIVER PILOTS	X	X	X	X
OFFICE/TELEGRAPH		X	X	
OFFICE/TELEPHONE		X	X	
OPERA HOUSE	X	X		
PARK				X
PHOTOGRAPHY STUDIO	X	X	X	X
PLUMBING SHOP		X	X	X
PRINT SHOP		X	X	X
RADIO STATION		X	X	X
RAIL RELATED/TRESTLE	X	X	X	X
RAILROAD	X	X	X	X
RESIDENCE/APARTMENT	X	X	X	X
RESIDENCE/DUPLEX	X	X	X	X
RESIDENCE/ROOMING HOUSE	X	X	X	X
RESIDENCE/WORKERS' HOUSING	X	X		
RESTAURANT	X	X	X	X
SALOON	X	X	X	X
SCHOOL/PRIVATE	X	X	X	X
SCHOOL/PUBLIC	X	X	X	X
SITE/ARCHAEOLOGICAL		X	X	X
SITE/BURIAL	X			

	1811-1883	1883-1922	1922-1940	1990
SKATING RINK		X	X	X
SCHOOL/DANCE		X	X	X
SCHOOL/NURSING		X	X	
SHIP CHANDLERY	X	X	X	
SHOE REPAIR SHOP		X	X	X
SHOE SHINE PARLOR	X	X	X	
SOFT DRINK PARLOR		X	X	
STEAMSHIP AGENCY	X	X	X	
STORE/BOOT & SHOE				
STORE/CHINESE MERCHANDISE	X	X	X	
STORE/CLOTHING	X	X	X	X
STORE/DEPARTMENT	X	X	X	X
STORE/DRUG	X	X	X	X
STORE/FURNITURE	X	X	X	X
STORE/GROCERY	X	X	X	X
STORE/HARDWARE	X	X	X	
STORE/HAY, GRAIN & FEED	X	X	X	
STORE/LIQUOR	X	X	X	
STORE/JEWELRY	X	X	X	X
STORE/MUSIC		X	X	X
TAILOR SHOP	X	X	X	X
THEATER/CINEMA		X	X	X
TOBACCONIST	X	X		
TRANSFER & STORAGE	X	X	X	X
WAREHOUSE	X	X	X	X

SECTION IV: TREATMENT

Survey Needs

Accurate documentation of resource types prior to the 1922 fire in downtown Astoria is greatly needed. Much rumor and little hard fact is readily available to those in the position of planning strategies to protect and enhance our resources. Virtually nothing is known about potential archaeological sites for either native Americans or early white-men in the area. Fort Astoria, a potential site of national importance, has never been studied. Built over a tide flat, Astoria's commercial basements may also reveal numerous sites. In 1911, the local newspaper decried the fact that many "historical rocks" were being built upon by local businesses. Tidal rock, Shark's rock and others inscribed by early settlers and shipwreck survivors were quickly disappearing from common view.

A study of waterfront industrial sites and on land manufacturers would prove helpful. These are the first sites to be demolished or completely altered, partly through a lack of understanding of their historical value, and partly because they are located in highly transitional areas, but mostly because they no longer function as originally intended. Early waterfront structures are succumbing to demolition by neglect. The continuous battering by wind and wave, and the erosion of the river bed all contribute to a high cost of maintenance. Perhaps the industrial and manufacturing sites could be thoroughly recorded, their function completely documented, and a few of the best examples restored or preserved.

Treatment Strategies

Astoria is in the midst of a periodic review and is currently revising its ordinance relating to historic properties. A copy of the latest revision is provided in Appendix A. A copy of Astoria's Comprehensive Plan, as it relates to LCDC Goal 5 activities, is provided in Appendix B.

As Astoria continues to lure tourists, the downtown perimeter, where industrial and manufacturing sites have historically been located, is in constant threat of strip development. And, as the commercial district continues its struggle to provide services not found in the shopping malls of its neighboring towns, it finds itself in the dilemma of balancing preservation with demolition and new construction. Review of new construction as provided in a historic district and a hardship clause in the historic ordinance, which demands proof of economic hardship before demolition of a historic structure could occur, is critical for the preservation of the district. Design review of alterations to special quasi-public interiors is strongly recommended. Astoria boasts several intact, lavishly crafted 1920's interiors rarely found anywhere today.

Astoria may be a new home to the U.S. Navy. What effect the presence of hundreds of military personnel will have on the downtown core is unknown. Added income to the area may provide the financial means to either restore or remuddle countless building facades. Again, design review is critical for the survival of our historic sites.

There has been some concern that both the chairwall construction, which supports the downtown streets, and the foundations which support our structures are sinking and failing. The sidewalks, streets and buildings are sagging prominently in some areas. Stabilization is crucial for the preservation of these buildings. That stabilization will come from at least two means: the reinforcement of the chairwall and building foundations, and the reduction of truck traffic, especially log trucks, from passing through the main downtown core. A study of this problem is currently underway.

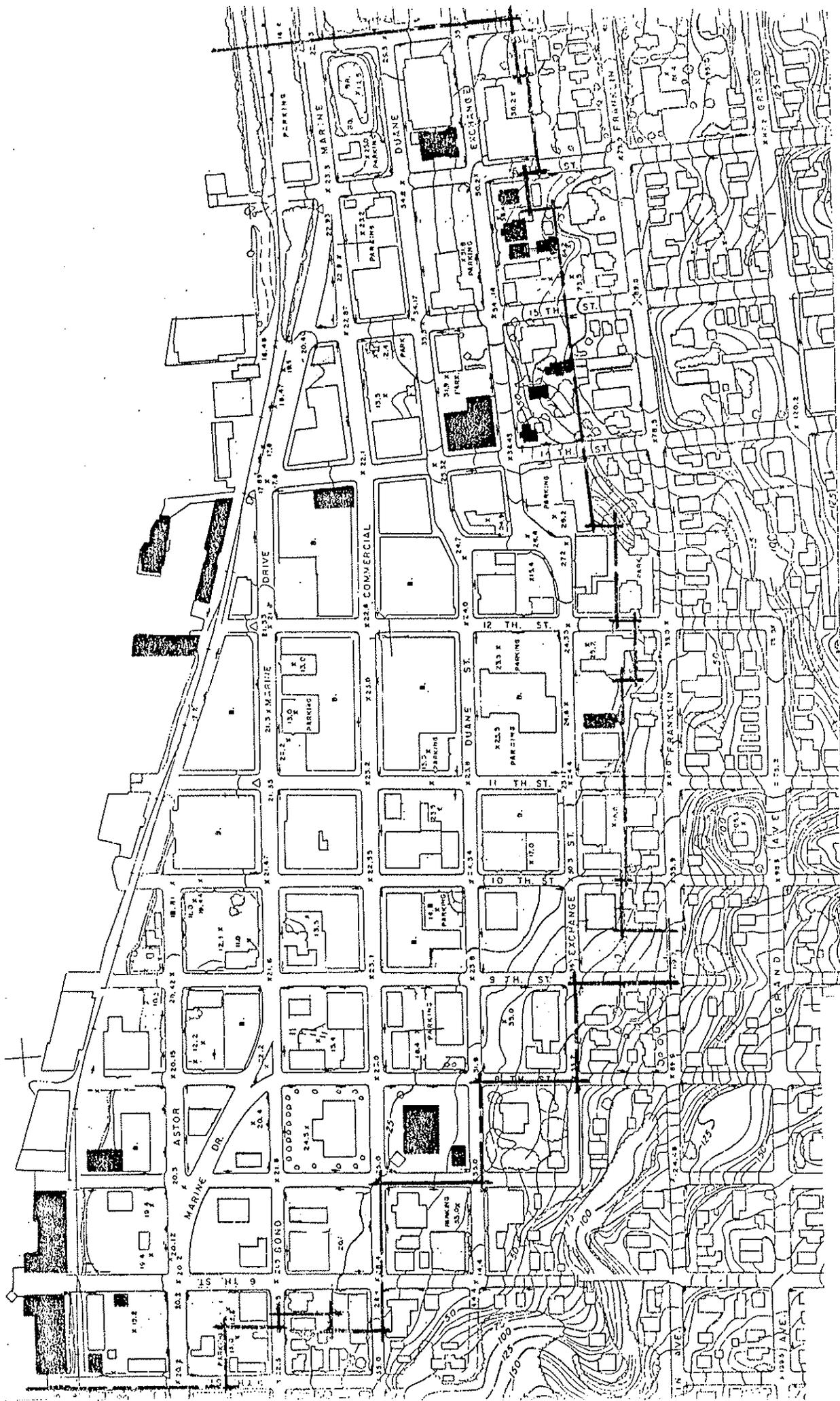
The citizens of Astoria are in dire need of resources to help them restore, or sympathetically remodel their structures. The city's Department of Community Development, under the direction of Paul Benoit, Astoria's new preservation officer, has set aside money to develop a "Rehab Right" brochure for the commercial district. It will act as an aid to property owners, illustrating and clarifying the design review standards set by the Historic Landmarks Commission.

Potential National Register Projects:

Astoria National Bank, 1245 Duane
Associated Building, 1198 Commercial

Primary Structures:

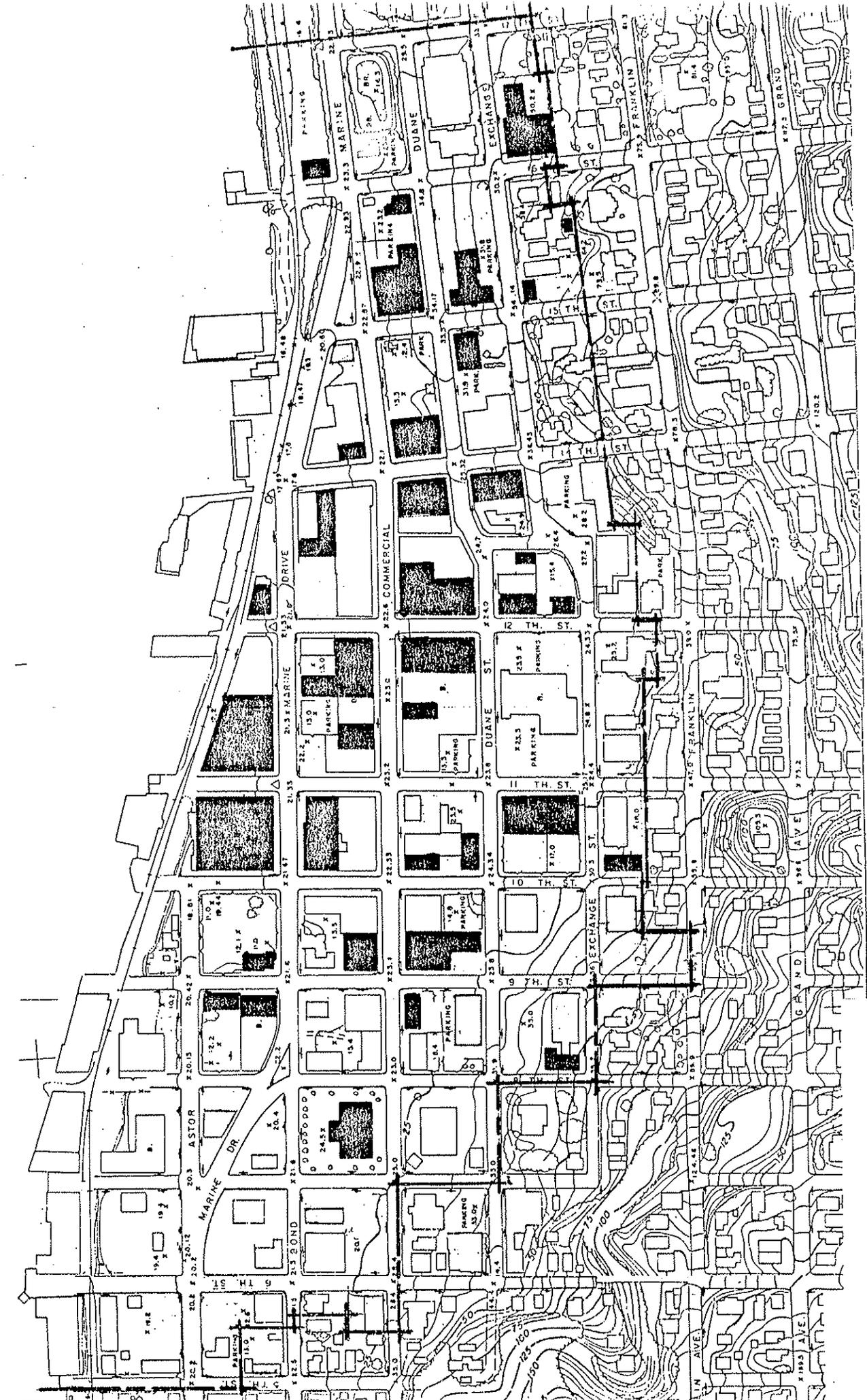
Clatsop County Courthouse, 749 Commercial
Andrew Young Building, 1360 Commercial
Clatsop County Jail, 732 Duane
Pacific Telephone & Telegraph Building, 1139 Exchange
Ferrell House, 1411 Exchange
Trullinger House, 1445 Exchange
Tuttle House, 1457 Exchange
Col. J. Taylor House, 1543 Exchange
George Noland House, 1543 Exchange
Gilbaugh Apartments, 1555 Exchange
Capt. John Merriman House, 1585 Exchange
Astoria City Hall, 1618 Exchange
Standard Oil Company Office, 10 Fifth Street
M.J. Kinney Cannery, 1 Sixth Street
Kinney Box Factory, 10 Sixth Street
Fisher Bros. Company Warehouse, 42 Seventh Street
Pacific Machine & Auto Works, 114 Twelfth Street
Callender Navigation Company, 14 Fourteenth Street
Callender Navigation Company, 16 Fourteenth Street
Arcade Building, 426 Fourteenth Street



Secondary Structures:

The Morning Astorian, 892 Marine Drive
Astoria Bottling Works, 900 Marine Drive
Withers Building, 1007 Marine Drive
Sanborn Block, 1044 Marine Drive
Holmes Motor Company, 1089 Marine Drive
Riviera Building, 1102 Marine Drive
Mason-Ehrman & Company, 1136 Marine Drive
Copeland Building, 1163 Marine Drive
Fisher Bros. Company, 1210 Marine Drive
Palmborg Building, 1295 Marine Drive
Franciscovich Building, 1606 Marine Drive
Astoria Post Office, 750 Commercial
First National Bank, 857 Commercial
M & N Building, 904 Commercial
Flavel Building, 905 Commercial
IOOF Building, 1001 Commercial
Bartlett Building, 1116 Commercial
Spexarth Building, 1124 Commercial
Pythian Building, 1145 Commercial
Copeland Building, 1164 Commercial
Klep Building, 1173 Commercial
Hobson Building, 1174 Commercial
Carruthers Building, 1198 Commercial
Astor Building, 1203 Commercial
M.H. Smith Building, 1255 Commercial
Morton Nelson Building, 1343 Commercial
Lewis Building, 1412 Commercial
Laine Building, 1511 Commercial
Fellman Building, 1535 Commercial
Labor Temple, 926 Duane
Van Dusen Building, 1010 Duane
Wenkebach Building, 1053 Duane
Astoria Savings Bank, 1095 Duane
Astoria National Bank, 1215 Duane
Service Garage Building, 1493 Duane
Wicks-Osburn Building, 1598 Duane
Spexarth Apartments, 800 Exchange
Walters Apartments, 1005 Exchange
Astoria Florist, 1503 Exchange
St. Mary's Hospital, 1508 Exchange
Makinen House, 1555 Exchange
McCroskey Building, 1625 Exchange
Hay Building, 212 Eighth Street
Messenger Building, 101 Ninth Street
Larson Dairy Building, 354 Ninth Street
Lower Columbia Cooperative Dairy Association, 364 Ninth Street
BPOE No. 180 Lodge, 453 Eleventh Street
Niemi Hotel Building, 357 Twelfth Street

Fowler Building, 486 Twelfth Street
Wievesek Building, 431 Thirteenth Street
Gimre-Svenson Building, 225 Fourteenth Street
Hotel Astoria, 342 Fourteenth Street
Osburn-O'Brien Building, 351 Fourteenth Street
Miller-Jeffers Building, 443 Fourteenth Street



Historic Non-Contributing Structures

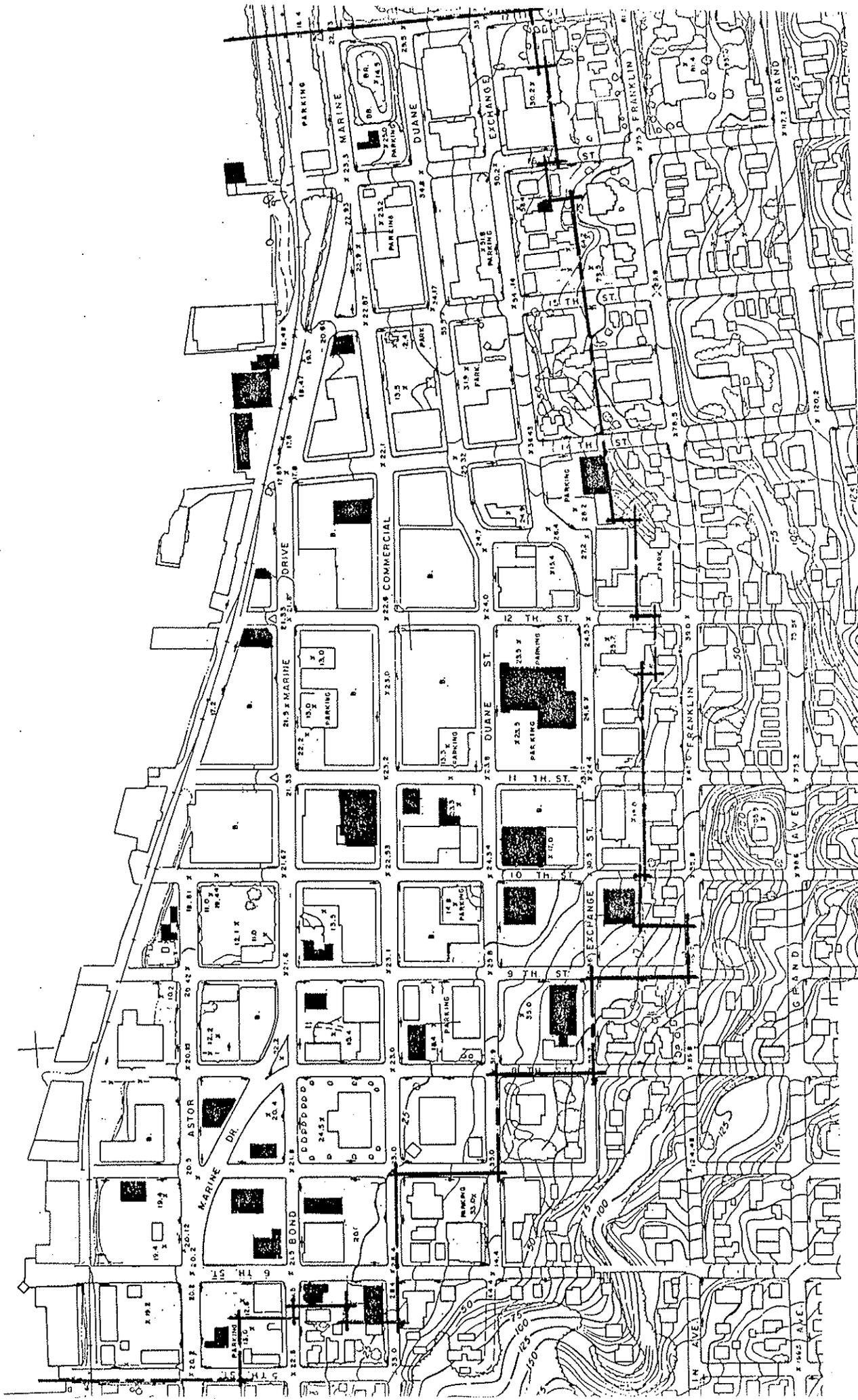
Lum Quing Grocery, 609 Bond
Columbia Oil Company, 510 Marine Drive
McGregor Building, 995 Marine Drive
Fisher Building, 1193 Marine Drive
Palmberg Building, 1313 Marine Drive
Spexarth Building, 818 Commercial
Badollet & Trullinger Building, 894 Commercial
Griffin-Dunbar Building, 950 Commercial
Sanborn Building, 951 Commercial
Allen Building, 1004 Commercial
Hildebrand Building, 1033 Commercial
Fisher Building, 1105 Commercial
Kinney Building, 1108 Commercial
Spexarth Building, 1117 Commercial
Gunderson Building, 1129 Commercial
Cook Building, 1144 Commercial
Piggly Wiggly-Woolworth Building, 1161 Commercial
Griffin Building, 1254 Commercial
Shanahan Building, 1282 Commercial
Dealey-Malone Building, 1312 Commercial
Sunflower Dairy Building, 1319 Commercial
Sloop Building, 1442 Commercial
Nelson Building, 1444 Commercial
Finnish Brotherhood Building, 1122 Duane
Sovey Motor Company, 1239 Duane
Sherman's Transfer Company, 1256 Duane
J.R. Carlson Building, 1303 Exchange
Elmore Dock, 12 Seventh Street
Astoria Poultry & Egg Building, 98 Tenth Street
Sanborn Dock Company Warehouse, 13 Eleventh Street
Young Men's Christian Association, 514 Twelfth Street

Compatible Structures:

Fisher Bros. Industrial Supply (1962), 750 Astor
Blitz-Weinhard Warehouse (1951), 598 Bond
Nieml Mobil Gas Station (1956), 632 Marine Drive
Rambeau Motors (1946), 826 Marine Drive
Maki Building (1946), 1162 Marine Drive
Gunderson-Trotter Building (1935), 1287 Commercial
Astor la Building (1946), 1426 Commercial
Custard King (1951), 1597 Commercial
Lovell Used Cars (1951), 1357 Duane
Pacific Telephone & Telegraph Building (1959), 1095 Exchange
Northwest Nash Company, Inc. (1946), 1111 Exchange
Rosecrest Apartments (1948), 1527 Exchange
Recreation Center-Armory Building (1942), 1636 Exchange
Sebastian-Stewart Fish Company (ca 1945), 10 Eighth Street
Sebastian-Stewart Fish Company (ca 1945), Foot of Ninth
Lower Columbia Cooperative Dairy Building (1947), 390 Ninth Street
Josephson's Fish Station (1972), 80 Eleventh Street
Holmes Garage (1951), 240 Eleventh Street
Zion Lutheran Church (1951), 565 Twelfth Street
Englund Marine Supply (1944), 101 Fifteenth Street
Medical Dental Center (1956), 515 Fifteenth Street

Non-Compatible Structures:

River Clipper Building, 940 Astor
Hickman Chiropractic Building, 990 Astor
Happy Inn, 599 Bond
Pioneer National Title Insurance, 630 Bond
Westman's Union Service, 730 Bond
Mel's Richfield Service, 527 Marine Drive
McDonald's Restaurant, 645 Marine Drive
Reith Building, 750 Marine Drive
Kentucky Fried Chicken, 889 Marine Drive
Transamerica Title Insurance Company, 901 Marine Drive
Fisher Building, 1196 Marine Drive
Mel's Richfield Service Station, 1248 Marine Drive
Columbia River Ferry Landing Office, 1402 Marine Drive
Knappton Tow Boat, 1460 Marine Drive
KVAS Radio Station, 1490 Marine Drive
Yergen & Meyer, 801 Commercial
Burns & Moore Building, 1020 Commercial
Maddox Building, 1040 Commercial
Royal Building, 1052 Commercial
Stokes Building, 1218 Commercial
Cochran's Department Store, 1332 Commercial
Astoria Professional Building, 1490 Commercial
Nick's Richfield Service Station, 1619 Commercial
United States National Bank, 987 Duane
Safeway, 1153 Duane
Astoria Clinic Building, 812 Exchange
Astorian-Budget Publishing Company, 949 Exchange
Loyal Orange Lodge, 1132 Exchange
Lovell-McCall's Tire Service, 1355 Exchange
Deaver House, 1569 Exchange
U.S. Social Security Administration Office, 279 Sixth Street
Rouslow Machine Works, 49 Seventh Street
McGregor Supply Company, 207 Seventh Street
Astor Library & Veterans Memorial, 450 Tenth Street
First Federal Savings & Loan Building, 303 Eleventh Street
U.S. Tire Store, 375 Eleventh Street
Miller Machine Works, 100 Sixteenth Street



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AN ORDINANCE AMENDING SECTIONS 10:Z01.210 THROUGH 10:Z01.240 OF THE ASTORIA CODE; ALL RELATING TO HISTORIC PROPERTIES.

The City of Astoria does ordain as follows:

Section 1. Section 10:Z01.210 through 10:Z01.240 of the Astoria Code; as amended by Ordinance No. 87-20, enacted December 21, 1987 is deleted in its entirety.

Section 2. The Astoria Code is amended by the addition of the following sections:

HISTORIC PROPERTIES

Z01.210 Purpose. It is the purpose of the City to promote and encourage the preservation, restoration, rehabilitation, and adaptive use of buildings, structures, appurtenances, objects, signs,* sites, and districts that are indicative of Astoria's historical heritage; carry out the provision of The Land Conservation and Development Commission Goal 5 "Open Spaces, Scenic and Historic Areas, and Natural Resources"; to establish a design review process by the HLC; and to assist in providing the means by which property owners may qualify for federal, state, and local financial assistance programs assisting historical properties.

Z01.215. Special Provisions.

1. Map. The boundaries of National Register Historic Preservation Districts and historic landmarks authorized under this ordinance and, in the case of Historic Preservation Districts, designated by the State and Federal governments, shall be shown on the Land Use and Zoning Map of the City of Astoria.
2. Signs.
 - a. 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.
 - b. Any signs constructed or placed on a historic building will be reviewed by the Historic Landmarks Commission to ensure that they are in scale and relate well to the architectural style of the building.

Note: Underlining denotes additions; [brackets] denote deletions

3. State Mandate. This Ordinance is intended to implement the requirements of the Land Conservation and Development Commission Goal 5, "Open Spaces, Scenic and Historic Areas, and Natural Resources".
4. Neighborhood Representation. Where a Neighborhood Association has been officially recognized by the City Council, the Association may appoint one ex officio member to the Historic Landmarks Commission when there are matters of significance before the Commission, including designation or expansion of a District or Historic Landmark, or the review of alterations and new construction. Where no official Neighborhood Association is in existence, the Mayor may appoint an interested individual from the area District or neighborhood to serve as an ex officio member of the Commission.

Z01.218. Definitions.

1. ALTERATION. A change, addition, or modification of a building, site or sign which affects the exterior appearance of the building, site or sign excluding routine maintenance and exterior painting of buildings.
2. BUILDING. Any structure used or intended for supporting or sheltering any use or occupancy.
3. COMPATIBLE NON-HISTORIC NON-CONTRIBUTING STRUCTURE. Structures in this classification were built after the end of the secondary development period, but are compatible architecturally, and in scale, use of materials and detailing with the context and historic character of Primary and Secondary buildings within a historic district.
4. DESIGN REVIEW. A process of review whereby the Historic Landmarks Commission evaluates new construction, or the alteration of buildings, structures, appurtenances, objects, signs, sites and districts, based on the Secretary of the Interior's standards and guidelines. The Historic Landmarks Commission will approve, deny, or require modification of said alterations, and issue a Certificate of Appropriateness upon approval.
5. HISTORIC LANDMARK is an individual building, [or] site, or other objects worthy of official recognition due to its age, its physical features, architectural merit, or association with persons which helped to shape the history of Astoria; buildings should be at least 50 years old.

6. HISTORIC NON-CONTRIBUTING STRUCTURE. Structures in this classification were built during either the Primary or Secondary periods, but have been so altered that their historic and/or architectural character has been lost to view. Alterations of buildings in this classification are not deemed irreversible, and if restored, these buildings may qualify for reclassification as Primary or Secondary.
7. HISTORIC PRESERVATION is the process of sustaining the form and extent of a structure or site essentially as it now exists. It aims at halting further deterioration and providing structural stability but does not contemplate significant rebuilding.
8. HISTORIC PRESERVATION DISTRICT is a relatively compact, definable geographic area possessing an obvious concentration, linkage or continuity of buildings and sites united by past events, architectural styles, or other physical features illustrative of the community's historic development, consistent with and conforming to the standards of the National Register of Historic Places.
9. HISTORIC PRESERVATION OFFICER is the City Staff person appointed by the City Manager to provide Staff support to the Historic Landmarks Commission.
10. HISTORIC PRIMARY SIGNIFICANT CONTRIBUTING STRUCTURE. Structures in this classification represent the primary period of construction and economic development within a National Register historic district and reflect the building styles at that time.
11. HISTORIC RECONSTRUCTION is the process of reproducing by new construction the exact form and detail of a vanished structure as it appeared at a specific period of time.
12. HISTORIC REHABILITATION is the process of returning property to a state of utility through repair or alteration, which makes possible an efficient contemporary use. Those portions of the property which are important in illustrating historic and cultural values are preserved or restored.

13. HISTORIC PRESERVATION is the process of accurately recovering the form and details of a property as it appeared at a particular period of time by means of removal of later work and the replacement of missing original work.
14. HISTORIC SECONDARY SIGNIFICANT CONTRIBUTING STRUCTURE. Structures in this classification represent the second significant period of construction and economic development within a National Register historic district and reflect the building styles of that time.
15. NEIGHBORHOOD ASSOCIATION. An officially recognized organization representing a defined area or proposed district.
16. NEIGHBORHOOD REPRESENTATIVE. An ex officio member of the Historic Landmarks Commission, appointed by a recognized Neighborhood Association. Where no association exists, the representative is the person from a defined area or district appointed by the Mayor.
17. NON-COMPATIBLE NON-CONTRIBUTING STRUCTURE. Buildings in this classification were built after the end of the secondary development period and are not compatible architecturally with the context and historic character of the district.
18. OWNER or OWNERS means those individuals, partnerships, corporations or public agencies holding fee simple title to property. Owner or owners does not include individuals, partnerships, corporations or public agencies holding easements or less than fee interests including leaseholds of any nature.
19. ROUTINE MAINTENANCE. Includes cleaning, painting and minor repairs, not including the removal or replacement of architectural elements or details which would significantly alter the historical integrity of the building.
20. VACANT. Properties are classified as vacant if there are no buildings sited on them (i.e., vacant lots, alleys, parking lots).

Z01.220 National Register Historic Preservation District Establishment.

1. [Upon receipt of a proper application signed by a majority of property owners within a contiguous area requesting that the area be designated as a National Register Historic Preservation District, the request will be referred to the Historic Landmarks Commission for its recommendation. Each owner of private property in a proposed District is entitled to one signature on the application, regardless of how many properties or what part of one property that party owns, and regardless of whether the property contributes to the significance of the proposed District.] The Historic Landmarks Commission, the Planning Commission, the City Council, a recognized Neighborhood Association or any interested person may initiate the proceedings for designation of an Historic Preservation District. [For the purpose of determining ownership, the names and addresses of property owners as shown on the record of the county assessor shall be used.]

[The Historic Landmarks Commission may also initiate consideration of a District upon its own recommendation.]

A request that an area be designated as a National Register Historic Preservation District will be considered by the Historic Landmarks Commission at its next meeting following receipt of a complete application within five (5) days. The Historic Landmarks Commission will transmit its recommendation of the area as a National Register Historic Preservation District to the Planning Commission. The Planning Commission shall hold a public hearing and issue a recommendation to the City Council in accordance with the procedures set forth in Z01.185 through Z01.190 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 Planning Commission's recommendation, the City Council may authorize submittal of a nomination for National Register Historic Preservation District status to the State Advisory Committee on Historic Preservation. At such time that the proposed District receives National Register status, its boundaries will be depicted on the Astoria Land Use and Zoning Map.

Z01.225 Historic Landmarks Establishment.

1. Upon receipt of a proper application from the Historic Landmarks Commission, the Planning Commission, the City Council, a recognized Neighborhood Association, or any interested person [the owner, or from a majority of the owners in cases where there is multiple ownership of a property,] requesting that a building or site be designated historic, the Historic Landmarks Commission shall consider the request at its next meeting following receipt of a complete application. The Historic Landmarks Commission shall submit its recommendation to the Planning Commission. The Planning Commission shall hold a public hearing on the request and issue a recommendation to the City Council in accordance with the procedures set forth in Z01.185 through Z01.190 except that public notices of the hearing will be mailed only to the owner(s) of the historic landmark and to owners of all property abutting on the site.

Upon receipt of the Planning Commission's recommendation, the City Council may approve, modify or reject such recommendation in accordance with Section Z01.190, Subsection 4.

2. 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.
3. Where a Neighborhood Association has been officially recognized by the City Council, the Association may appoint one ex officio member to the Historic Landmarks Commission when there are matters of significance before the Commission, including designation or expansion of a District or Historic Landmark, or the review of alterations and new construction. Where no official Neighborhood Association is in existence, the Mayor may appoint an interested individual from the area District or neighborhood to serve as an ex officio member of the Commission.

Z01.230 Exterior Alteration.

1. Certificate of Appropriateness. With the exception of painting and routine maintenance, no person, corporation, or other entity shall change, add to, or modify a structure, site or associated signage in such a way as to affect its exterior appearance if such structure is listed as a Historic Landmark or as a Primary, [or] Secondary, Historic Non-Contributing, or Compatible Non-Historic Non-Contributing structure within a National Register Historic Preservation District, or is a structure or site which has been identified as a Primary, Secondary, Historic Non-Contributing, or Compatible Non-Historic Non-Contributing structure in any other area identified by the City, or any structure over 50 years old which the Historic Preservation Officer has determined to have potential historic merit, 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.

2. Conditions for Immediate Approval. The [building official or zoning administrator] Historic Preservation Officer shall approve alteration requests if:
 - a. There is no change in historic character, appearance or material composition from the existing structure, excluding painting or routine maintenance; or
 - b. If the proposed alteration duplicates the affected exterior 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.
 - c. If the proposed alteration is required for the public safety due to an unsafe or dangerous condition.

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

3. 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 at its next meeting following receipt of a request. The applicant will be notified five (5) days before the time of the meeting and will be invited to attend. In reviewing the request, the Historic Landmarks Commission will apply The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Revised 1983), (US Department of the Interior, National Park Service, Preservation Assistance Division, Washington, DC). [Those] The Secretary's standards are summarized as follows:
- a. 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.
 - b. 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.
 - c. All buildings, structure, 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.
 - d. 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.
 - e. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
 - f. 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.

- g. 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.
- h. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.
- i. 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.
- j. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

The 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.

In approving an alteration 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 District or landmark. All decisions to approve, approve with conditions or deny shall specify the basis of the decision. All decisions are final but may be appealed to the City Council. [in accordance with the procedures set forth in Section Z01.170 through Z01.175] The Historic Landmarks Commission will follow the procedural requirements set forth in ZO _____.

Where a Neighborhood Association has been officially recognized by the City Council, the Association may appoint one ex officio member to the Historic Landmarks Commission when there are matters of significance before the Commission, including designation or expansion of a District or Historic Landmark, or the review of alterations and new construction. Where no official Neighborhood Association is in existence, the Mayor may appoint an interested individual from the area District or neighborhood to serve as an ex officio member of the Commission.

201.235. Demolition and Moving.

1. Certificate of Appropriateness. No person, firm, or corporation shall move, demolish, or cause to be demolished, [any historic landmark or any building or] a structure, site or associated signage if such structure is listed as a Historic Landmark or as a Primary, Secondary, Historic Non-Contributing, or Compatible Non-Historic Non-Contributing structure within a National Register Historic Preservation District, or is a structure or site over 50 years old which the Historic Preservation Officer has determined to have potential historic merit, without first obtaining a Certificate of Appropriateness.

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

2. Conditions for Immediate Approval. The [building official or zoning administrator] Historic Preservation Officer shall issue a Certificate of Appropriateness for moving or demolition if any of the following conditions exist:
 - a. If, within a National Register Historic District, the building is not designated as Primary or Secondary, Historic Non-Contributing, or Compatible Non-Historic Non-Contributing.
 - b. The structure has been damaged in excess of 70% of its assessed value by fire, flood, wind, or other natural disaster or by vandalism.

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

3. Historic Landmarks Commission Review Criteria. Those demolition/moving requests not meeting the conditions for immediate approval shall be reviewed by the Historic Landmarks Commission at its next meeting following receipt of an applicant's request. The applicant and the Neighborhood Representative will be notified not less than five (5) days before the time of the meeting and will be invited to attend. In reviewing the request, the Historic Landmarks Commission shall apply all of the following criteria:

- a. The structure cannot be economically rehabilitated on the site to provide a reasonable income or residential environment compared to the structures in the general area.
- b. There is demonstrated public need for the new use 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.
- c. The proposed development, if any, is compatible with the surrounding area considering such factors as location, use, bulk, landscaping, and exterior design.
- d. 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 45 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 [building official, zoning administrator] Community Development Director or Historic Landmarks Commission can be appealed to the City Council. [in accordance with the procedures set forth in Sections Z01.170 through Z01.175.] The Historic Landmarks Commission will follow the procedural requirements set forth in Z0 _____.

4. Appeals. On appeal or referral, the City Council may extend the review period for demolition/moving requests a maximum of an addition 365 days from the date of receipt of an application upon a finding that one of the following conditions exists:
 - a. The applicant has not submitted sufficient information to determine if an immediate demolition or moving should be allowed.
 - b. There has been little or no activity, within a reasonable amount of time, by the permit applicant to explore other viable alternatives.
 - c. 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 [building official or zoning administrator] Community Development Director shall issue the permit if the application otherwise complies with the code and ordinances of the City.

5. Exception. In any case where the City Council has ordered the removal or demolition of any structure determined to be dangerous to life, health, or property, 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.

201.240. New Construction.

1. Certificate of Appropriateness. No person, corporation, or other entity shall construct a new structure within a National Register Historic Preservation District 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.

2. Historic Landmarks Commission Design Review Criteria. A request to construct a new structure within a National Register Historic Preservation District shall be reviewed by the Historic Landmarks Commission at its next meeting following receipt of the request. The applicant and the Neighborhood Representative will be notified five (5) days before the time of the meeting and will be invited to attend. In reviewing the request, the Historic Landmarks Commission shall apply all of the following criteria:
- a. New construction shall be compatible in size, form, scale, material, and texture with adjacent historic buildings and with the dominant architectural character of surrounding historic buildings.
 - b. Contemporary designs expressing the elements described in Section Z01.240(2)(a) above are encouraged.
 - c. Imitating in detail an earlier style of architecture is discouraged.
 - d. In addition to the zoning requirements, the relationship of new construction to the street and to the open space between buildings shall be compatible with surrounding historic buildings and with the historic character of the District.
 - e. Traditional landscape elements evident in the District are encouraged in new development.
 - f. Inappropriate landscape treatments such as berms and extensive ground cover areas are discouraged.
 - g. In addition to the zoning requirements, the height of new construction shall not exceed the height of the tallest historic building or similar type in the surrounding area.
 - h. The apparent size of primary elements of new construction shall not exceed that of the largest historic building in the surrounding area.

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.

In approving a request for new construction, the Historic Landmarks Commission may attach conditions which are appropriate for the promotion and/or preservation of the historic or architectural integrity of the District or landmark. All decisions to approve, approve with conditions or deny shall specify the basis of the decision. All decisions are final but may be appealed to the City Council. [in accordance with the procedures set forth in Section Z01.170 through Z01.175.] The Historic Landmarks Commission will follow the procedural requirements set forth in ZO _____.

ADOPTED BY THE CITY COUNCIL THIS _____ DAY OF _____, 1989.

ADOPTED BY THE MAYOR THIS _____ DAY OF _____, 1989.

Mayor

ATTEST:

Finance Director

ROLL CALL ON ADOPTION YEA NAY ABSENT

Commissioner Ellsberg
 Van Dusen
 Thiel
 Mathews
Mayor Henningsgaard

APPROVED AS TO FORM:

City Attorney

Date

HISTORIC DISTRICT

Z01.210. Purpose. It is the purpose of the city to promote and encourage by voluntary means wherever possible, and by means of this ordinance, the preservation, restoration and adaptive use of districts, sites, buildings, structures, objects and appurtenances, places and elements that are indicative of Astoria's historical heritage. It is also the purpose of this ordinance to assist in providing the means by which property owners may qualify for federal and state financial assistance programs for preservation or restoration of historic properties. [Section Z01.210 added by Ordinance No. 79-17, Sec. 2, enacted December 3, 1979.]

Z01.215. Definitions.

1. SIGNIFICANT ACTIVITIES in relation to demolishing a historic building would be purchasing the property in question by a person or persons indicating their desire to restore the property; and/or a building permit to renovate the building.
2. HISTORIC PRESERVATION DISTRICT is a relatively compact, definable geographic area possessing an obvious concentration, linkage or continuity of sites, buildings or structures united by past events, architectural styles, construction features or other physical features illustrative of the community's historic development.
3. HISTORIC CONSERVATION DISTRICT is a definable area containing historic sites, buildings or structures or groups of historic sites, buildings or structures separated geographically but linked by the history of the community's development, by natural features such as topography, parks or public open spaces, or by other significant physical features or historic events.

[Section Z01.215 added by Ordinance No. 79-17, Sec. 2, enacted December 3, 1979.]

Z01.220. Procedures.

1. Building or demolition requests.
 - a. Responsibility of city administrative officials. At the time of first inquiry concerning a building or demolition proposal, the building official or zoning administrator will inform the property owner or the agent of the property owner of the applicability of this ordinance to sites, buildings or structures in an established historic preservation or historic conservation district or to a separately-designated historic site, building or structure. If under Section Z01.230 of this ordinance amendment an historic

buildings and sites commission review will be required for exterior alterations (except painting or landscaping), new construction or demolition, the building official or zoning administrator will ask the property owner to file a review request and will route the request to the historic buildings and sites commission for action in accordance with Section Z01.220(1)(b).

- b. Form of petitions, applications and appeals. The review request will be accompanied by plans or drawings as per Z01.175, furnished by the property owner or agent, showing dimensions, arrangements and character of the proposal and including any sketches, elevations, sections, perspectives, models, photographs, topographic surveys, materials, etc., that are essential to the understanding of the proposal and its relationship to the district or site in which located. In the case of a demolition request, this should include pertinent information as to the proposed new use of the property, if any. No building permit application will be accepted or building or demolition permit issued until completion of the historic building and sites commission review as provided in this ordinance.
- c. Responsibility of the historic buildings and sites commission, building requests. At its next regular meeting following the receipt of a property owner request from the building official or zoning administrator, the historic building and sites commission will review the request. The property owner will be notified five days before the time of the meeting and will be invited to attend. The historic building and sites commission will evaluate the request for its consistency with the criteria for the district in which it is located as described in Section Z01.230 of this ordinance amendment. The historic buildings and sites 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 buildings and sites 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 buildings and sites commission. If the proposal is denied, the applicant may appeal to the planning commission in accordance with Sections Z01.170 through Z01.190 of this ordinance.
- d. Responsibility of the historic buildings and sites commission, demolition requests. The procedure for historic buildings and sites commission review of a demolition request will be the same as for a building request except

as follows: The historic buildings and sites commission shall consider the state of repair of the building, the feasibility of restoration or moving, the costs to the city of maintenance or restoration, the interest of private or public individuals or groups in the structure, or other relevant factors. The historic buildings and sites commission may approve the issuance of the demolition permit, or it may reject the application with adequate findings of fact that demolition would be detrimental to the historic character of the city and in conflict with the city comprehensive plan. In order to obtain additional information, the historic buildings and sites commission may suspend the application for a period not to exceed 120 days. During this period the historic buildings and sites commission shall attempt to determine if public or private acquisition and restoration is feasible, or other alternatives are possible which could be carried out to prevent demolition of the structure. If during this period feasible restoration is found to be possible, the historic buildings and sites commission may extend the suspension of the application for a period not to exceed one year, including the period of investigative suspension, during which time no demolition permit shall be issued. If no significant activities are undertaken during the one-year period toward the acquisition and/or restoration of the structure, the suspension shall expire at the end of the one-year period and the demolition permit shall be issued by the building official, subject to other city ordinances.

2. Establishment of historic preservation or historic conservation districts or designation of historic sites.
 - a. Districts. Upon receipt of a proper application signed by 60 percent or more of the property owners within a contiguous area requesting that the area be designated as an historic preservation or historic conservation district, the request will be referred to the historic buildings and sites commission for their recommendation. The request will be considered by the historic buildings and sites commission at its next regular meeting following its receipt and the historic buildings and sites commission will transmit its recommendation to the planning commission no later than 60 days after receipt of the request. The historic buildings and sites commission may also initiate consideration of a district upon its own recommendation. Upon receipt of the historic buildings and sites commission's recommendation, the zoning administrator will establish a date for a public hearing before the planning commission to consider the request. The property owners within the

boundaries of the proposed district will be notified of the hearing by first class mail at least 10 days prior to the hearing in accordance with the procedure contained in Section Z01.185, Item 3. If after the public hearing the planning commission determines that the requested area is suitable for designation as an historic preservation or historic conservation district, the planning commission shall recommend such designation to the city council. Upon receipt of the planning commission's recommendation, the city council may designate the area as an historic preservation or historic conservation district by amending the city zoning ordinance and zoning map in accordance with the regular procedures in Section Z01.190, Item 4.

- b. Buildings and sites. Upon receipt of a proper application from the property owner, or upon the recommendation of the historic buildings and sites commission, or upon the planning commission's own motion that a building or site be designated historic, the zoning administrator will establish a date for a public hearing before the planning commission to consider such a request, recommendation or motion. In the case of a request or motion, it shall be referred to the historic buildings and sites commission for consideration at its next regular meeting and recommendation to the planning commission prior to the public hearing. The owner of the building or site and owners of all property abutting on the site will be notified of the hearing by first class mail at least 10 days prior to the hearing in accordance with procedure contained in Section Z01.185, Item 1. If after the public hearing the planning commission determines that the site is suitable for designation as historic, the planning commission will recommend such designation to the city council. Upon receipt of the planning commission's recommendation, the city council may designate the site as historic by amending the city zoning ordinance and zoning map in accordance with the regular procedures, Section Z01.190, Item 4.
3. Disestablishment of districts or buildings and sites. Disestablishment of districts or buildings and sites as historic can be accomplished by the same method as for their establishment.

[Section Z01.220 added by Ordinance No. 79-17, Sec. 2, enacted December 3, 1979.]

Z01.230. Criteria and Regulations.

1. Historic preservation districts.
 - a. General characteristics of the district. Significant history, architecture, archeology and culture is present

in sites, buildings, structures and objects, both qualitatively and quantitatively, that possess integrity of location, design, setting, materials, workmanship, and association. Evidence of such significance is provided through association with events that have made a contribution to the history of the community, through association with the lives of persons important to the history of the community, through embodiment of distinctive characteristics of a type, period or method of construction, the work of a master or artistic values, or as a source of information important to the community's history or pre-history.

- b. All new construction, additions to buildings, exterior alterations ~~(except painting or landscaping)~~ ^{out} of existing buildings or construction of auxiliary buildings or structures, fences or retaining walls will be reviewed by the historic buildings and sites commission in accordance with the procedures in Section Z01.220. The commission will consider, but not be limited to, the following criteria in conducting its review: (11) compatibility with the district's historic character; (22) compatibility with historic buildings and sites within the district; (33) maintenance of consistent height and lot coverages; (44) use of appropriate exterior building materials such as lap siding, shingles or stone; (55) maintenance of predominant architectural features in the district such as pitched roofs, porches, window trim or other exterior ornamentation.
- c. Demolition of a building contained in the city's inventory of historic buildings may be permitted only in accordance with the procedures contained in Section Z01.220(1)(c).

2. Historic conservation district.

- a. General characteristics of the district. Historic conservation designation may be applied to districts with fewer historic buildings or sites than in historic preservation districts, but where the criteria for historic interest as contained in Section Z01.230(1)(a) still do apply to a significant number of structures in the district. Natural, archeological or other special features may also be an important factor in designating an historic conservation district.
- b. New construction on vacant building sites, and additions or alterations to existing non-historic buildings will be permitted in accordance with the regulations of this ordinance for the zone in which the structure is located.

Building permit applications coming under this subsection may be referred to the historic buildings and sites commission for advisory recommendations if the building official or zoning administrator has reason to believe that the proposed construction would have an adverse effect on any historic property within the district.

- c. Regulations and procedures will apply to all properties contained in the city's inventory of historic buildings and sites located in this district in the same manner as for historic preservation districts under Section Z01.230(1)(b) and (c).
3. Historic buildings and sites. Buildings or sites which have historic significance in accordance with the criteria in Section Z01.230(1)(a) but are not part of a district may be designated as an historic site on the city's zoning map in accordance with procedures of Section Z01.220(2)(b). Regulations shall apply as contained in Section Z01.230(1)(b) and (c). Buildings or sites on the National Register of Historic Places shall be included automatically in this designation.

[Section Z01.230 added by Ordinance No. 79-17, Sec. 2, enacted December 3, 1979.]

Z01.240. Special Provisions.

1. Historic materials. To the extent that funds are available, or where donations may be obtained, the historic buildings and sites commission may obtain artifacts from historic buildings to be demolished, which it deems worthy of preservation, such as ornamentation, building materials or other historic objects. .
2. Map. The boundaries of the districts established and historic sites designated under this ordinance shall be shown on the regular zoning map of the city of Astoria and maintained in accordance with the procedures described in Section Z0.050 and Z0.055 of the zoning ordinance.
3. Signs. Signs or plaques denoting an historical building or site will be permitted in accordance with the sign regulations for the zoning district 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 and as per the Astoria Zoning Ordinance Sections Z0.820 through Z0.855.
4. Exemptions. Prior to the initial adoption of any historic district or site designation by the city council, any property owner wishing to be exempted from the conditions of a historic district or site may make application and shall receive approval

from the historic buildings and sites commission for that exemption upon forms provided by the planning department of the city of Astoria. This mandatory exemption shall be allowed only once by the historic buildings and sites commission during the initial formation of any historic district or site designation and before the adoption of an implementing ordinance for said district or site by the city council. Such forms shall list the name of the current owner and the legal description. All persons notified of a public hearing on consideration of formation of a historic district or site, as provided for in Section Z01.220(2)(a) and (b), shall be advised of their exemption rights. Applicants shall have 90 days to file their application for exemption after notification by the historic buildings and sites commission of any proposed district or site.

5. Removal. No historic building shall be removed from its original site without approval of the historic buildings and sites commission as per the same procedures as a demolition request, Section Z01.220(1)(b).

[Section Z01.240 added by Ordinance No. 79-17, Sec. 2, enacted December 3, 1979.]

