

## PRESIDENT'S MESSAGE

Summer is upon us! For my family, this means taking advantage of the good weather to perform maintenance projects on our 1904 home. We will be staining the front and back porches and painting our backyard toolshed, along with continuing to putter away at our picket fence project. We really enjoy living in an older home, but it can be a lot of work striving to be responsible stewards of the family property.

Speaking of responsible stewardship, we are happy to see that the garage at 1440 Irving will be reconstructed by the owners, rather than being demolished, as was the original plan. This building tells an important part of this neighborhood's history and we are glad to see it live on (see page 10).

As an organization we want to support our membership in their good stewardship of our communities' historical and cultural resources. How can we better support you in this mission? Please let us know if you or someone you know may be interested in getting involved!

*Serena Schlosser*

PRESIDENT

MY GRANDFATHER, ERLING ORWICK, PAINTING THE EXTERIOR OF OUR HOME IN CHINOOK WHEN WE STILL HAD BOARD SIDEWALKS. MY DAUGHTER, EMILY, ASSISTING ME PAINTING THE INTERIOR TRIM OF OUR HOME.



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## MEMBER PERSPECTIVES: WHY WE BELONG TO LCPS

BY OVE AND BARBARA RASMUSSEN

We are not architects, hands-on preservationists, restoration experts (or amateurs), and we don't know a pediment from a pilaster. We are not even homeowners!

So why do we attend the monthly meetings of the Lower Columbia Preservation Society (LCPS)?

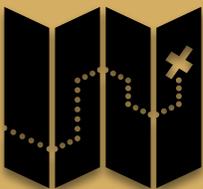
Newcomers to Astoria, we have found that through the monthly topics we are learning some of Astoria's history: the slides of the 1950s; catalog kit home construction; historic waterfront design; just to mention a few.

And it's not even all about the physical structures themselves. Preserving and learning about a building's history always involves people stories, often just as or more interesting than the pediments and pilasters.

The meetings are casual with light refreshments and start with a topic presentation, usually by Executive Director Rachel Jensen or one of the in-house experts. Attendees then can ask questions and/or share their insights. Often a "meeting" is a tour of a local site, places we might never have had a chance to see or made the time to go.

Astoria is a small town, but we feel fortunate to have LCPS as one of our best resources to learn its history and meet people who value its past and are working hard to preserve it for the future.

TO BECOME A MEMBER AND BE ADDED TO OUR MAILING LIST  
PLEASE VISIT OUR WEBSITE  
[LCPSOCIETY.ORG](http://LCPSOCIETY.ORG)



### TOPICS IN PRESERVATION

WEDNESDAY, AUGUST 21, 2019

#### ONLINE ARCHITECTURAL HERITAGE TOURS

SATURDAY, SEPTEMBER 21, 2019

#### LOWER COLUMBIA CHURCH TOUR

## LCPS LENDING LIBRARY - HISTORIC PAINT COLORS

**Bungalow Colors: Exteriors /Robert Schweitzer. Gibbs Smith Publisher, 2002.**

Robert Schweitzer provides important historical background and pulls from actual period sources to provide examples of appropriate paint colors for Arts & Crafts architecture. Schweitzer provides insight into why homes of this period were painted using these palettes and how these color choices highlight the architectural details of the era. This book is particularly useful for owners of Bungalow, Craftsman and Foursquare homes built between 1900 and 1930. He also briefly discusses using these colors on the Postmodern Arts & Crafts homes that were designed as infill projects and dot our historic neighborhoods.

**House Colors: Exterior Color by Style of Architecture / Susan Hershman. Gibbs Smith, Publisher, 2007.**

Hershman organizes her book by architectural style and provides 194 real-life examples of successful palettes. She includes all of the brand, manufacturer and color details so you can easily apply these color-combos to your own home.

**Victorian Exterior Decoration: How to Paint Your 19th Century American House Historically / Roger W. Moss and Gail Caskey Winkler. Henry Holt and Company, 1987.**

This easy to digest book on historical paint colors is fascinating without being dull. It draws on historic advertisements, color charts and photographs to explain which combinations of color and tone will best show off the intricacies of your historic Victorian home.

**Paint in America: The Colors of Historic Buildings /Roger W. Moss, Editor. The Preservation Press, 1994.**

Edited by the author of the above book, Paint in America is a collection of essays on historic paint practices. These essays range from social history to conservation science and include both interior and exterior painting.

**Color: A Natural History of the Palette / Victoria Finlay. Random House Trade Paperbacks, 2004.**

Although not specific to architectural color, Finlay entertains as she educates readers on the origins of pigments.

### KUDOS: GREAT PAINT

WHAT A DIFFERENCE A COLOR CHANGE CAN MAKE! ARCHITECTURAL DETAILS CAN BE HIGHLIGHTED AND INTRICACIES EMPHASIZED, AND A GOOD COAT OF PAINT IS GREAT DEFENSE AGAINST THE ELEMENTS.



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369 37TH,  
HISTORIC  
PETERSON  
RESIDENCE, C.  
1880.

>  
1513 IRVING,  
PATRICK  
LAWLER  
INVESTMENT  
PROPERTY,  
1905

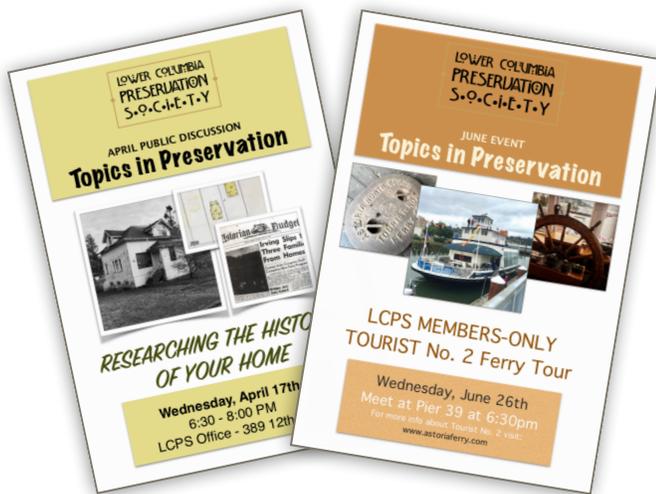


<  
3349 GRAND,  
HISTORIC  
HAUKE  
RESIDENCE,  
C. 1890

WE HAVE OVER 300 BOOKS ON ARCHITECTURE, PRESERVATION, FAUX-FINISHING, RESTORATION AND DESIGN. MEMBERS CAN BROWSE THE COLLECTION ONLINE AND PUT BOOKS ON HOLD TO BE CHECKED OUT DURING OFFICE HOURS OR BY APPOINTMENT.

## RECAP OF RECENT TOPICS IN PRESERVATION EVENTS

LCPS has continued our monthly *Topics in Preservation* discussion series with an average monthly attendance of 27 participants. Unless otherwise announced, *Topics in Preservation* events take place on the third Wednesday of the month from 6:30 to 8:00 pm at the LCPS office. Refreshments are provided. We strive for an atmosphere that is casual, educational and entertaining.



### ESTABLISHING CONTEXT FOR DESIGN ALONG ASTORIA'S WATERFRONT

In February, we welcomed city historian John Goodenberger as he presented the history of architecture and design along the riverfront in Astoria. Using old photographs and historic maps, John compared waterfront development around the turn of the past century with what is standing today. We used this context to encourage discussion about design criteria being proposed for future development. The riverfront is more visible and accessible than it has been in the past, largely due to a downturned economy, closed businesses and fires (some of them arson) over the past 40 years. The Riverwalk and Riverfront Trolley both provide nearly continuous river view access from east to west, but debate abounds

regarding height limits, restricted land-use, and housing needs, as the community grapples with an ever-changing built environment.

### HISTORIC DESIGNATION : WHAT DOES IT MEAN TO OWN A HISTORIC LANDMARK?

In March, we discussed the different types of historic designation, what benefits are available to those who own historic homes and what restrictions are applied to which types of historic properties in our area. This fit well with a special *Topics* event we held in April on proposed Oregon legislation addressing the rights of property owners to “opt-out” of historic district designations. One major take-away from this discussion was that knowing whether to not your home or building is designated as historic in Astoria is harder than it should be. We are looking for ways that LCPS can help property owners find the historic status of their home, as well as, easier options for accessing historic information on file with the city, county, state and other local organizations.

### RESEARCHING THE HISTORY OF YOUR HOME

Later in April, we also discussed how to find the accurate history of your home and its occupants through primary research. This information is now available online at [lcpssociety.org/researching-your-home](http://lcpssociety.org/researching-your-home).

### TOURIST NO.2 FERRY RESTORATION

In June, Lucien Swerdloff provided a members-only tour of the Tourist No. 2 ferry, currently moored at Pier 39 in Astoria. Lucien shared the history of the ferry, the trials of sailing it back home to Astoria and highlighted the repairs that have already been made, as well as those planned for the future. For more information on the ferry, visit [astoriaferry.com](http://astoriaferry.com).

**TOPICS CONTINUED...****ASTORIA'S MID-CENTURY ARCHITECTS**

A popular *Topics* events this season was a discussion of architects Ebba Wicks Brown and Eino E. "Ike" Isaacson. Both architects were raised in Astoria and returned after college to design dozens of local buildings including churches, schools, libraries, stores and warehouses. We focused our discussion on commercial designs from the 1940s through the 1960s. We had an excellent turnout including attendance by Kim Isaacson, Ike's son, whose donation of his father's photographs and documents to our digital collection initially inspired this event.

The life and work of Ebba Wicks Brown is far better-known in our community than that of Ike Isaacson. LCPS and others have focused on Ebba's design work during previous events and she continued to practice in Astoria well into the 1980s. Eino E. Isaacson on the other hand was a bit older, having graduated college around the same time Ebba was finishing high school. Ike moved from the area in 1966 (although he continued to design buildings here, such as Mary's Tavern in Jeffers Garden, c. 1968). He died in Portland in 1974, just shortly after his retirement.

Like Ebba, Ike was a child of Finnish immigrants. Although he was born in Carbanado, WA, his family moved to Astoria when he was a small child. He attended Astoria schools and completed his architectural training at University of Oregon. According to old city directories, Ike worked (however briefly) with Ebba's father, John E. Wicks. He is listed as a draftsman in Wicks office in 1931.

During the remainder of the 1930s, Ike was employed as an engineer for the Oregon State Highway Department and the Bonneville Power Administration. In 1940, he began his own private practice in Astoria providing both architectural and engineering services. During

the 1940s and early 1950s, a typical Isaacson building was designed for auto sales or light-industry and often included smooth concrete finishes, curved canopies, incised moldings, ribbons of metal windows, multi-lite transoms and sidelights, and often including glass-block and/or fluted glass. These designs were Streamline Moderne in style (Check out the Maki Building, now occupied by Vintage Hardware or the Sunset Empire Transit building-originally designed for Astoria Bottling Works).

Ebba's mid-century designs were often more International in style, sometimes Brutalist, and reflected the increasingly popular Northwest Regional design aesthetic. Isaacson's 1960s buildings, in contrast, highlighted a distinctively shallow, modern roofline which he had become enamored with while visiting family in California.

In the 1960s, Ike worked for Clatsop County as a surveyor and in Seaside as the city engineer. He and his wife, Hanna, held interests in both the State Hotel in Astoria and Hotel Seaside, near the roundabout on the Seaside promenade. In 1966, Ike and his family moved to Portland, where he worked for the remainder of his career at the Port of Portland.

For more information on E.E. Isaacson and his work, visit our Astoria Architects website page. Stay tuned for the launch of our new architectural heritage tour app later this month.



Warrenton High School, designed by E.E. Isaacson, 1950.

## OTHER LCPS NEWS...

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### LCPS BOARD COMPLETES STRATEGIC PLANNING PROCESS.

In 2019, the LCPS board created and adopted a new strategic plan, mission and vision for the organization. One very meaningful change is the addition of “engages in” to our mission statement. LCPS will continue to advocate for the preservation of structures and sites (with a focus on preventing demolition of historic resources) but we also desire to become more pro-actively engaged with physical preservation projects in the Lower Columbia region.

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### LCPS HIRES CLATSOPWORKS SUMMER INTERN

“Hello LCPS members! I’m Brittany D. Virgillo, a summer intern for the Lower Columbia Preservation Society. I am just starting my second year at Clatsop Community College, and I heard about LCPS through a workforce program that is dedicated to providing students with experience. I was lucky enough to land an interview with my now mentor, Rachel Jensen.

As of right now, I’m not entirely sure what career path I want to pursue, but two of my main interests are: Marketing Design and Literature. Thanks to LCPS, I’m getting a lot of experience with marketing design. I spend a lot of my free time either writing, reading, or with friends. And while it probably won’t happen for a while, I hope to publish a book or two in the future.”




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### CUSTOMS HOUSE COMMITTEE

New lighting has been installed at the 1852 U.S. Customs House Reconstruction. If you are out after dusk, be sure to take a look. LCPS adopted the park in August of 2018 and has been working with CCC’s historic preservation program to host workshops and perform maintenance.

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### LINDGREN CABIN WORKSHOP GRANT

LCPS has provided a grant to the CCC Foundation to support a workshop on historic building assessment at the Lindgren Cabin, located at Cullaby Lake. Due to the unique construction of the cabin it is necessary to hire an expert on historic log construction. This grant will allow CCC to bring in David Rogers, founder of Canadian School of Log Building & Design, to lead the fall workshop.

### BOARD OF DIRECTORS

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# MEMBER SUPPORT

# CCC HISTORIC PRESERVATION PROGRAM HIGHLIGHTS 2018-2019

BY LUCIEN SWERDLOFF

## FLAVEL STONE WALL CONSTRUCTION



Students worked on the construction of a dry stack stone wall behind the Flavel Carriage House. With the expert and industrious guidance of mason Barry Brown, students gained knowledge and practical hands-on experience in dry stack masonry, including basic principles, techniques, and methods for proper dry-lay wall construction. They chose, fitted and faced stone using traditional masonry tools. This workshop was done in partnership with the Clatsop County Historical Society.

## STELLA BLACKSMITH SHOP FACADE



With the knowledgeable guidance of Ray Bergerson students assessed and began the restoration of the front facade of the historic Stella Blacksmith Shop. The 1907 building in a once bustling logging community, 11 miles west of Longview, is now a museum owned and managed by the Stella Historical Society. Students removed deteriorated siding and trim, replaced rotted wood, reinforced the studs in the the false front, installed siding on the back side of the false front, replaced trim on both corners and top of front facade, and prepared the top of the false front for a planned metal cap (to match the one on the Antique Shed). A preliminary assessment was also made for future work to complete the repairs and siding of the rest of the front facade. This workshop was supported by the Stella Historical Society.

## OCEANVIEW MAUSOLEUM RESTORATION



Students assessed and restored/reconstructed the damaged/missing grilles and louvers in the Ocean View Abbey Mausoleum. Many of the grilles are missing and the openings have been filled in with concrete, stone and other debris. Students opened the closed openings and did concrete repair. Guided by the expert copper working skills of Jim Hannen, new screened copper coverings were fabricated to match the originals and installed. The grilles/louvers were designed to provide air circulation system for the heavy masonry building, letting air in at the bottom of the structure and out at the top. The

restored louvers and grilles will allow the building to function as designed, improving air circulation and mitigating persistent moisture problems. This project is supported in part by a grant from the Oregon Commission on Historic Cemeteries and the Oregon Parks and Recreation Department.

### FLIPPING HOUSE PLASTER REPAIR



Students learned about the use and properties of plaster and developed skills in analyzing failures and repairing historic plaster walls and ceilings. They worked on the historic Thomas J. Flippin House in Clatskanie (also known as the Clatskanie Castle), built in 1900. Students became familiar with historic materials, modern substitutes, and basic plastering techniques. They analyzed failures and used appropriate repair methods. Students also explored a variety of texturing techniques on sample boards, then applied a texture to repaired walls and ceiling to match the original texture. Don Haslan provided skilled guidance and demonstrations. This workshop was supported by Clatskanie Senior Citizens, Inc.

### BLACKSMITHING WORKSHOP

Students developed blacksmithing skills including tending the forge, use of hammer and anvil, bending and shaping metal, using a punch, annealing, and riveting. They made a variety of functional objects including a ladle, cold chisel, and tongs. The workshop was held in the the historic town of Stella,

Washington. This workshop is supported by the Stella Historical Society.



### STAINED GLASS WORKSHOP

Under the knowledgeable guidance of Jim Hannen (of Hannen Stained Glass Studio) students were introduced to tools and techniques of making and restoring stained glass windows. They began the process of creating a stained glass window including laying out the pattern, making paper templates, cutting glass, cutting and laying out. Then came, assembly, soldering, and applying waterproofing putty. During an interlude, several students broke pieces of glass and then proceeded to disassemble and reassemble their windows to practice repair techniques. Students also created a group window in abstract composition using a mosaic layout consisting of leftover pieces of glass.



### **ALDERBROOK HALL WINDOW RESTORATION**



Students continued the restoration of the historic Alderbrook Hall wood windows. They completed five double-hung windows on the east facade and five cement windows on the south and east facades. Students made wood repairs, cut glass, applied window putty, primed and painted the sash exteriors, rehung the double-hung windows, installed the parting beads and stops, installed the casement windows, and replaced the original hardware (except for new casement stays). Students also repaired minor damage to the sills and primed them. The group then went to the shop and Chris Gustafson demonstrated the process to fabricate a bottom rail. All Alderbrook Hall windows on the main level have now been restored. This workshop was supported by the Astoria Parks Department.

### **CUSTOM HOUSE FACADE RESTORATION**

Students assessed damage, developed a mini-preservation plan, and began the restoration of exterior siding and woodwork on the reconstruction of the 1852 Custom House. The building was completed in 1994 using methods, tools and materials of the original construction. Students will use compatible materials and techniques for woodworking, rot repair, and facade restoration. The work done includes: replacement of deteriorated siding on a section of the south facade using original and new material attached with steel cut nails; setting of porch nails; repair of several porch boards; linseed oil treatment of porch boards; reconstruction of windowsill for west window;

temporary repairs to west window; and replacement of several sections of rotted siding on the east facade. Students also documented work and collected information to be used for the development of maintenance and preservation plans. This is the first in a series of planned workshops to restore the Custom House. The CCC Historic Preservation program is partnering with the Lower Columbia Preservation Society and the Astoria Parks Department.

## THE SANFORD GARAGE: REBUILDING AN IMPORTANT ASTORIA LANDMARK

BY RACHEL JENSEN

You may have noticed a dramatic change to the streetscape of the Shively-McClure historic district on Irving Ave. between 14th and 15th streets this summer. The historic Sanford Garage, located at 1440 Irving Ave., has been carefully deconstructed.



Photo: Rachel Jensen, Lower Columbia Preservation Society, May 2, 2018.

### HISTORY

The Sanford Garage was built circa 1924, as an automobile repair garage, by Milton Holbrook Sanford. Sanford moved to Astoria from West Orange, New Jersey in 1906. By 1910, he was listed in the Astoria city directory as a gas engineer and was rooming with the George Smith family. In 1913, he was boarding at the home of Annie Hawes (widow of hardware salesman and pipe-fitter Edwin R. Hawes). In 1914, Milton married into the prominent Hawes family, marrying Annie and Edwin's daughter, Ione. The newlyweds immediately moved into 426 14th Street, (now 828 14th Street).

The Sanford's owned and lived in the 14th Street house until sometime after Milton's death in 1955. Ione's mother, Annie, moved in with the couple in March of 1921, after a fire (originating in the Andrew Cafe) completely destroyed the Hawes business block at the corner of 11th and Bond. Annie had been living above the restaurant at the time of the fire. She continued to live with Milton and Ione until her death in 1938.

Milton, who was listed in the West Orange directory as an engineer prior to his moving out west, continued to install and repair gasoline engines after moving to Astoria. An early automobile enthusiast, Milton was a registered owner of a Studebaker and held an Oregon chauffeur license in 1915.

It appears from Sanborn maps that the garage on Irving Ave. was built in or before 1924. The address (then 620 or 624 Irving Ave.) is listed under "automobile repairers" in the city directory of 1925. During the 1930 U.S. Census, Milton is listed as an automobile machinist working on his own account.

The Sanford Garage was a unique structure within the largely residential neighborhood. The home in which the Sanford's lived, tucked back from the street, is accessed down a long tree lined driveway. Historic photos of the area indicate that the home, one of the oldest of the neighborhood, originally sat on a quarter-block with perhaps a small orchard and a picket fence surrounding the property. A duplex now stands on the corner of 14th and Irving, but was not yet built when the Sanford Garage was constructed. There was originally a one car garage built to the east of the main garage and at least two other auto-garages were built on the property between 1936 and 1954.

The Sanford Garage structure was much larger than an average urban residential garage, measuring 50

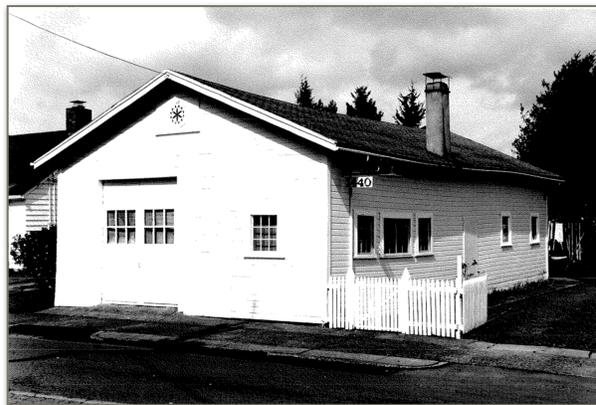


Photo: John Goodenberger, from the 2002 Oregon Inventory of Historic Properties, Historic Resource Survey Form.

feet long and 26 feet wide. It is unknown if Milton originally envisioned renting out the space for communal neighborhood car storage or if that was simply an evolution of its use after-the-fact. The structure included many of the accouterments of an

early commercial, multi-use garage including; a loft for auto-part storage, an office, a hoist and a turntable to eliminate the need for backing up. Automobile-club garages and shared neighborhood storage were both popular enterprises at the time the garage was built. It seems that by the late 1930s the space was being used as a car “livery” for other automobile owners. By the 1940 U.S. Census, Milton no longer listed his occupation as a machinist or engineer: he was, by then, listed as the owner of a storage garage.

The only other comparable structures that come to mind are those that are part of the Fornas Complex on Grand Ave. in Uppertown Astoria. The Fornas garages were likely built as leasable automobile spaces and not as a commercial or communal shop space, making the Sanford Garage the last of its type in the heart of Astoria.

#### REQUEST FOR DEMOLITION

In August of 2018 Tim Janchar, the current owner of both the associated home and the Sanford Garage, requested to demolish the structure and replace it with a newly constructed “art space” containing one and one-half baths, a second floor loft space and a full kitchen. Because the garage was a contributing resource in the Shively-McClure historic district and because it was adjacent to other historic properties, this request required review by the Historic Landmarks Commission (HLC). There were also questions about whether or not new construction on the site could take advantage of the historic non-conforming setbacks of the original building.

City staff supported the initial application for demolition of the garage stating, “By constructing a new structure that closely matches the existing structure, the historic streetscape would be preserved.” However, several concerns were raised at the public hearings, including that the applicant’s proposed changes to the footprint, the setback, and the height of the new building would in fact dramatically alter the streetscape and further muddy historic interpretation of the site. It was also unfortunate that these hearings were not properly noticed to the public (a sign was not placed at the site). Having heard our concerns and those of the Historic Landmark Commission, the owner withdrew his application with the understanding that he would reapply after consulting with other designers, contractors and historians.

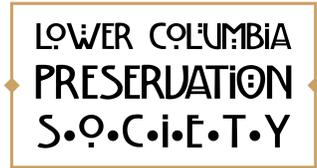
In April of 2019, Tim Janchar reapplied for a certificate of appropriateness for the deconstruction and then reconstruction of the garage building. With the assistance of Kris Haefker, the owner had redesigned the plan to incorporate more of the original character and to reuse substantial amounts of the original material. The Historic Landmarks Commission approved this request, with the conditions that the old garage not be demolished until new construction would begin, that the north facade be constructed with reclaimed wood from the original building, and that both the exterior and interior would be thoroughly documented prior to demolition.



Photo: Rachel Jensen, Lower Columbia Preservation Society, June 10, 2019.

Prior to the May HLC decision, the roof had already been removed. By the end of June, the historic Sanford Garage was completely deconstructed. A building permit for the new structure has yet to be issued, even though HLC had stated this as a condition for obtaining a demolition permit. It is my hope that this was simply an administrative oversight and that the building will be reconstructed as approved by HLC (including all other conditions of approval being met).

For updates on this story, and to learn more about historic garages, please visit our website. Our *Topics in Preservation* discussion for October will be the history of garage structures and issues specific to their preservation.



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