

From: [Paul Edgar](#)
To: [Kelly Reid](#); [Laura Terway](#); guttmcg@msn.com
Subject: Re: Updating the criteria for Historic District - Building Guidelines/Canemah are to "Compliment and Inform, not Detract from Canemah's Historic Buildings and Landscape", The National Register Historic is the Resource - Not it's Individual Parts
Date: Wednesday, May 29, 2019 11:17:04 AM

The following comments are being again advanced with a request now for requesting more clarification from SHIPO on this question that was talked out last night about how we evaluate the analogies of points/criteria, and dialog of what has been identified with the "Statement of Significance" and the whole of the National Register Historic District of Canemah, Nomination, document.

2. New Infill Construction should respond to and protect the integrity of the overall Historic District, much in the same way as an addition does to a Historic Building.

"The question is if the National Register Historic District of Canemah has National Historic Places Status and therefore the criteria of materials used and evaluated, if they are not complimentary and detract from the Historic District as a whole, can they be acceptable within Canemah."

I may not have said this in the best way and I am going to ask the three of you too help in getting the verbiage more concise, with the hope we get the type of answer from SHIPO with greater guidance.

The twelve (12) points listed within the final section of this email under "**The Canemah National Register Historic District is the Resource, Not it's Individual Parts**" have a need to be reviewed by SHIPO, with the question are they relevant criteria within any change to our Oregon City Historic District - Building Guidelines?

Equally, the question of comparative evaluation of Canemah descriptive analysis of Building and Structures, taken from our June 2008 Nomination Document, update. We continue to be asked to allow for Greater Mass and detailing never found in the boundaries of this National Register Historic District. Note and Question?:

7. New Infill Construction should "Compliment and Support the Historic District", with discernible aesthetics, massing, scale and siting.

Additional questions flow from this to, if concrete siding that maybe smooth but cannot achieve the same profile, if it therefore cannot achieve the need of "Not Detracting and Not Complimenting" the discernable aesthetics of what is being protected within National Historic Places, status of where "The District is the Resource, Not its Individual Parts."

10. The Exterior Envelope and Patterning of new Infill Buildings/Houses will reflect the Historic District Characteristics.

Can we continue to approve new infill buildings within the National Register Historic District of Canemah significant greater mass like Bungalows, that are two (2) and effectively three (3) stories, with garages underneath them, in areas of Canemah where Bungalows never existed and not think that this is not complimentary to the "Core Characteristics" of the Historic District:

5. Infill buildings should relate to and strengthen the core characteristics of the Historic District, as identified in the National Register nomination "Statement of Significance".

Thank you,

Paul Edgar, Friends of Canemah

On 4/15/2019 2:41 PM, Paul Edgar wrote:

From the National Parks Services, Form 10-900-a, OMB Approval No. 1024-0018, United States Department of Interior

National Register of Historic Places - Canemah - June 2008 Update - Taken from pages 9, 10, & 11

BUILDINGS and STRUCTURES: A good representation of residences built between 1850 and 1880 for Canemah's river boat captains, builders and owners still exist. Houses once owned by: Captain George Jerome, Captain John Cochran, Captain Sebastian Miller, Francis Paquet, Samuel Stevens, E.B. Fellows, John Coburn, George Marshall, Isaac Beals, Captain William Caseday, and Captain James Wilson are extant. Most of these houses are along or close to McLoughlin Boulevard. A few are located up the hillside. The area closer to the river lost many structures during floods and with transportation related construction. Some are believed to have been relocated during the historic period to sites above high water.

The original houses were built in the styles popular during the period consisting of Gothic Revival, Mid 19th Century-Late Victorian or Classic, and Vernacular, but each has some unique characteristics. The houses were generally more modest in size and detail, than may be found in more prosperous communities. In styling they were, and remain typically very stripped down and vernacular for every type of style. This for example, means that a house described as having Victorian elements would have scroll brackets at the front porch on simplified, chamfered posts, and perhaps a limited amount of trim work in the gable area. It would not have cut away or projecting bays, patterned shingles, elaborate railings, and stained glass. These houses built from available materials, often pre-railroad, in a folk or vernacular interpretation. They were typically framed of sawn wood, with double hung divided windows, paneled doors, porches with generally simple roof structures, steeply pitched roofs, brick chimneys, and board siding. Some originally may have been built on brick or stone piers, but now most have continuous concrete perimeter foundations. Most have retained their residential use, although some along McLoughlin Boulevard have light commercial space, often in conjunction with residential quarters in the basement or second floor. Very few accessory buildings from this historic period exist. This may be in part due to the availability of water and the lessened role of agriculture. Most of these early buildings have had alterations best summarized as small additions, basement or attic finishing, or maintenance related. Original wood shingle roofs are now replaced with composition shingles. Brick support piers, or rustic unmortared stone footings at the exterior walls have mostly been replaced with concrete, or concrete block.

Between 1910 and the end of the 1920s, modest bungalows were built, primarily along the lower level from the railroad tracks to Third Avenue, although some exist up the hillside, where available and suitably level sites existed. In certain instances these were replacement homes for

Canemah residents who moved from their older abodes. These bungalows have a larger and more squarish footprint than their older cousins. Roofs are lower sloped and extend to form porch coverings where a front to back pitch is employed for the design. Most have either no dormer or a relatively small one, with no more than one per roof slope. Projecting side bays, exposed masonry chimneys, and simple craftsman wood detailing at the roof and porches is common. Windows include double hung (1/1 or divided /1) for most rooms, with larger fixed front windows having side lights, and smaller secondary casements. Finishes include horizontal wood siding and composition roofing, all historically in earth tone colors. These homes are principally used as residences and generally have had only slight modifications to their form. There are some with additions, filled in rear porches or sun rooms, window and door alterations. Most of the homes are structured on concrete perimeter foundations. Most detached accessory sheds and garages are of more recent construction.

Because of limited level building land, Canemah's older homes, especially above McLoughlin Boulevard are sited as dictated by the existing terrain. Steep hillside lots were not re-graded or filled. Houses neither "step" down a sloping lot nor are they cantilevered out on "stilts." As a result, some homes lack setbacks, with front porches opening almost directly onto the street. For this reason houses do not uniformly face the river, but uphill, or towards other houses across the street.

There is no historic representation of industrial or commercial buildings. Some were lost by floods, fire or the construction of the railroad and highway. Others disappeared over time as Canemah developed into a residential community without commerce. Old photographs indicate that the historic commercial buildings resembled the larger wood framed ones (especially rooming houses or possibly the hotel) still found in the Aurora Colony Historic District. There certainly would have been specialized structures for the particular industry involved, boat building, and the pottery plant of which no specific records have been found.

Landscape features in Canemah were relatively simple and reflected the population and lifestyle at the time. In addition to the stone work noted above, there were a few picket fences, mostly at the lower level where yards could be developed. Paths were often dirt or gravel, but some have been improved over time to have stone either mortared or loose laid. Plantings on the damp and shady north sloping hillside were mostly native shrubs and trees except where a large enough bench allowed more ornamental plantings, gardens or fruit trees for harvesting. Extensive paved areas and ornamental gardens were non-existent, although pasture grasses could have been found.

https://www.orcity.org/sites/default/files/fileattachments/planning/page/4407/canemah-nrformfinal_0.pdf

The above was copied from this Canemah - 2008 update document with the United States Department of the Interior and what is **underlined, can be used**

as guidance with any update to Oregon City's Historic District/Canemah, Building Guidelines. **In Bold Font are design descriptions of Canemah "Bungalows".**

Additional - Suggested Criteria, to be incorporated and used within evaluations of Oregon City's Historic District Building Guidelines, taken from Restore Oregon Document as guidance for National Register Historic Districts.

The Canemah National Register Historic District is the Resource Not it's Individual Parts

1. The Canemah National Register Historic District is significant as a collective whole and should be protected in its entirety.

2. New Infill Construction should respond to and protect the integrity of the overall Historic District, much in the same way as an addition does to a Historic Building.

3. The primary source for the Canemah National Register Historic District Status are identified within its Nomination Document, defining characteristics, to which new infill construction should complement and inform.

4. New Infill Construction will reinforce the Historic Significance of the Canemah National Register Historic District.

5. Infill buildings should relate to and strengthen the core characteristics of the Historic District, as identified in the National Register nomination "Statement of Significance".

6. New infill Construction should build upon the story, of the Historic District, through its design, landscape, use, and cultural expression.

7. New Infill Construction should "Compliment and Support the Historic District", with discernible aesthetics, massing, scale and siting.

8. New Infill Houses should not deviate in a detracting manner from the elements that made the Historic District significant and should appear as a complementary member of the District.

9. The design, mass, siting, floor ratio and height, all should correspond to the "Contributing Buildings/Houses within the Historic District", all around you.

10. The Exterior Envelope and Patterning of new Infill Buildings/Houses will reflect the Historic District Characteristics.

11. Infill design elements, patterning, texture and materials should reflect the aesthetic and Historic Themes (Ship Captains) of the Canemah Historic District.

12. Automobile Infrastructure (garages) should be appropriately concealed, when not consistent with the Historic District's Architectural Character.

Please attach this to the record, within any discussions to update Oregon City's Historic District Building Guidelines, identifying the difference between Canemah and McLoughlin Historic Districts.

Thank you,

Paul Edgar, Friends of Canemah